

SIX

FREE WHEELING 1ST ADVANTAGE.

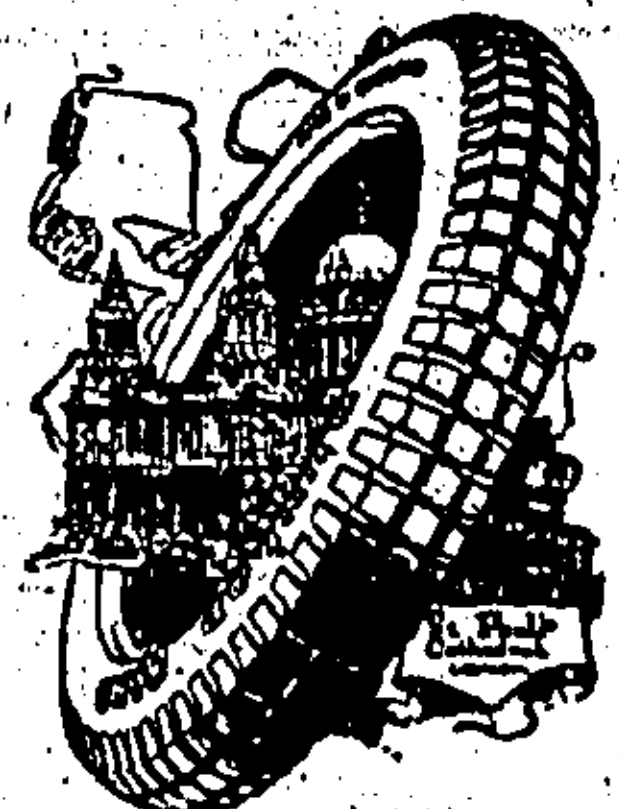
Gear-changing is accomplished with great ease. One finger will move the lever. The four positions of the gear change lever are conventional.

HONG KONG & SHANGHAI HOTELS, LTD.
(Incorporated in Hong Kong.)

The China Mail

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Local Branch, Pedder Bldg. Tel. 24554.

No. 27,874

HONG KONG, THURSDAY, AUGUST 13, 1931.

PRICE \$3.00 Per Month.

SENSATIONAL ESCAPE OF TWO PRISONERS

VICTORIA JAIL WALLS EASILY SCALED

IN BROAD DAYLIGHT

EYE - WITNESS GIVES CHASE

A very cleverly planned and most daring breakaway from Victoria Jail was committed in broad daylight this morning by two prisoners, Lo Luk-cheung and Mak Kwai.

An interesting feature of the escape is, that Lo Luk-cheung, who is serving out a sentence of five years' hard labour for armed robbery in 1928, made a sensational attempt to escape on the afternoon of October 10, last year. He was, however, arrested the following day by a detective in Belchers Street. At that time, another five-year term, Chan Yee, also escaped, but he was captured by Bandsman C. Deeks of the Somerset Light Infantry, who was among the first to see the escape being attempted on the Chancery Lane side of the Jail.

SMART DASH FOR FREEDOM

This morning's escape was made over the newly constructed wall in Chancery Lane, near its intersection with the Old Bailey. The two convicts appear to have evaded the vigilant arm of the law, obtained a rope, and thus gained their liberty.

Both ran in a westerly direction, one along Staunton Street, and the other through Hollywood Road. Both were wearing dark blue trousers at the time of the escape.

Eye-Witness's Story.
An eye-witness of the affair, Mr. Y. P. Lo, Business Manager of the Bank of China, related a dramatic story to a Mail reporter, who called at his office this morning.

Mr. Lo said that at five minutes to nine o'clock he left his home in Shelley Street to go to business. Coming down Old Bailey, and on reaching Chancery Lane, he noticed two Chinese men climbing down the wall by means of a rope, which appeared to be of two inches thickness. At the time, Mr. Lo was under the impression that they were merely workmen, but on coming to within fifteen yards of them, he saw that their trousers were khaki in colour, and that they also bore red armbands. From this Mr. Lo concluded that they were prisoners. When he first saw them, one man was already down, whilst the

other was only half way down. When he had made up his mind to give chase, the prisoners had already started running. "It was raining at the time, and there were only two or three persons about," said Mr. Lo.

Fleet of Foot Prisoners.
Continuing his narrative, Mr. Lo said, that as he was wearing a thick raincoat he found it very hard to run fast. He chased after one of the men. This man was, according to Mr. Lo, rather tall and strong. "Naturally," remarked Mr. Lo, laughingly, "he ran very fast, in fact faster than I could, because he was out to gain his freedom."

Mr. Lo said that whilst they were running, both prisoners, who had the upper part of their bodies bare, took off and cast aside their khaki trousers, but he noticed that they then revealed a pair of dark blue trousers. This goes to show that the escape must have been pre-arranged.

Finding it difficult to keep up, Mr. Lo said that he gave up the chase, and on returning, went to the Central Police Station where he made a report.

Mak Kwai was serving a sentence of eight years' hard labour for armed robbery. After the robbers had made good their escape, Inspector Booker found two pairs of khaki trousers, one in Old Bailey and the other in Chancery Lane.

POSSIBLE FUSES THIEF.

Assaults Policeman Doing His Duty.

INCRIMINATING CHISEL.

Charged at the Kowloon Magistrate's Court this morning an unemployed Chinese, Chan Tak, pleaded not guilty to having possession of a chisel, fit for an unlawful purpose, at Hoiuntin, and to unlawfully assaulting and willfully obstructing P.C. D262, while in execution of his duty.

P.C. D262 said that he saw the accused acting in a suspicious manner in Waterloo Road. On getting no satisfactory explanation, the constable searched him and found a chisel tied above the knee. The chisel fell to the ground and during a struggle for possession of the instrument, accused struck the constable several times. Another constable arrived on the scene to assist in the arrest.

NOTORIOUS YANKEE GANGSTER.

Four Years for Jack Diamond.

APPEAL LODGED.

New York, Yesterday. Jack Diamond has been sentenced to four years' imprisonment and fined \$11,000 for violating the Prohibition Law. Bail has been fixed at \$15,000 pending hearing of the appeal. — Reuter's American Service.

Inspector Fallon suggested that the man was implicated in the theft of fuses from the China Light & Power Company's transformer boxes, and that the chisel was for the purpose of forcing the boxes open. This suggestion is supported by the fact that the man was loitering near a transformer box. Six weeks' hard labour was imposed on each charge. — LOCAL.

RIOTS IN GERMANY

POLICE FIRED ON.

"RED SNIPERS"

NEW MILITANT

BODY.

Berlin, Yesterday. Considerable tension prevails in the city to-night and extra forces of police are being drafted in to prevent a renewal of last night's rioting. Police lorries are patrolling the disturbed areas.

Communists fired on the Police in Berlin, also in Magdeburg, Lueneberg and Itzehoe where, altogether, 12 persons were wounded and 60 arrested.

House to house searches in Aachen, and neighbouring towns, revealed the existence of a new militant body, the "Red Snipers" Association, directed against the Nazis and Police. Fifty, including a Communist Reichstag Deputy and two Town Councilors are said to belong to the organization. They have been arrested. — Reuter.

CAR'S 105 MILES AN HOUR.

New Speed Record in Britain.

VISCOUNT'S ACHIEVEMENT.

Rugby, Yesterday. Driving a special car, which he has designed after experiments in his workshop at his country estate in Northumberland, Viscount Ridley, at Brooklands to-day, covered the flying kilometre at a speed of 105.42 miles hour and the flying mile at 104.66 miles hour which, when confirmed by the Royal Automobile Club, will break the records for the Baby Cars' Class established on Saturday by Mr. Leon Cushman in an Austin Seven.

Viscount Ridley's car is fitted with a 750 C. C. engine. — British Wireless Service. Viscount Ridley is the son-in-law of Sir Edwin Lutyens. — Reuter. [Leon Cushman drove a super-charged Austin Seven at Brooklands on Saturday, August 8, at the following speeds: — Flying kilometre at 102 and 2/5 miles per hour, and the Flying Mile at 100 and 6/6 miles per hour.]

BERLIN EXPRESS DISASTER.

Innocent Man Arrested and Released.

POLICE FAUX PAS.

Berlin, Yesterday. Acting on the information of a shopkeeper, who identified the wire found on the scene of the wreckage of the Berlin express, the Police, this morning, arrested an alleged "Irish Ex-Officer" as the suspected purchaser. The man subsequently proved his innocence and was released. — Reuter.

LLOYD GEORGE.

Exceptionally Good Recovery.

London, Yesterday. Mr. Lloyd George has made so exceptionally a good recovery that it is now hoped to move him into the country within a fortnight, and no further bulletins will be issued. — Reuter.

SAD TRAGEDY AT SEA.

Chief Engineer of Benarty.

WASHED OVERBOARD.

Tragedy stalked the schooner Benarty during her trip from Dairen to Hong Kong, and took the life of the Chief Engineer of the ship.

The Benarty left Dairen for Hong Kong on August 6, and ran into a violent typhoon when between Foochow and Amoy. This is no doubt the same typhoon that caused the grounding of the s.s. Wai Shing near Amoy, when she was badly holed—in four places and in danger of sinking.

The Benarty weathered the storm well enough to keep herself out of disaster, but, during the height of the storm, when every hand on board had to turn to death claimed the Chief Engineer, a Hugh Breaker.

It is understood that he was off duty at the time, but was making

NANKING PEACE OFFERS.

Only Possible If Chiang Resigns.

Canton, To-day.

Regarding Nanking peace offers, the Central Press learns to-day that peace is only possible when Marshal Chiang Kai-shek resigns. — Central Press.

his way to the engine room to take charge in the emergency, when a huge breaker overwhelmed the ship and washed him overboard. He must have sunk immediately in the raging sea, because he was not seen again.

The Benarty, which is under the command of Captain J. P. Drummond, was so badly knocked about by the typhoon that she had to put into the Kowloon Dock for repairs following her arrival in Hong Kong harbour at 5.30 p.m., yesterday.

She carried no passengers.

GERMAN CREDITS.

Protocol to be Signed on Friday.

Rugby, Yesterday. A message from Basle states that preliminary conversations have taken place between Bankers' representatives and the Committee of Experts set up by the International Bank with a view to signature on Friday of the protocol which would stabilise for three months' short-term credits to Germany of about \$125,000,000. — British Wireless Service.

OVERCAST AND RAINY.

The Royal Observatory's report issued this morning at 10.28 states:

A somewhat deep depression is shown to the North of the Farallones. Pressure is relatively high over Japan.

Forecast: — E. winds, moderate; generally overcast, rainy.

Rainfall. Rainfall for 24 hours ended at 10 a.m. to-day, 2.10 inch. Total since January 1—52.68 inches against an average of 58.18 inches — deficit 5.55 inches.

Temperatures. The temperature at certain specified centres this morning at 6 o'clock was:

Hong Kong	79
Macao	79
Pratas Island	81
Manila	76
Foochow	82
Chefoo	80
Shanghai	79

BRITAIN'S WAR ARMS

AN IMPORTANT STATEMENT.

DISARMAMENT

TO BE SOON

PUBLISHED.

Rugby, Yesterday. The statement by the British Government, giving details of the personnel and material of British Naval, Military and Air Forces, asked for by the Council of the League of Nations as a preliminary to the meeting next February of the World Disarmament Conference has been received by the League Secretary at Geneva.

It is expected that copies of the statement will be translated and ready for transmission to the Governments participating in the Conference by Friday week, and that it will be published on the following day.

The document occupies 100 folio pages. — British Wireless Service.

AMERICAN COTTON CROP.

Proposal to Destroy One-Third.

OVER PRODUCTION.

Washington, Yesterday. The destruction of one-third of the present cotton crop has been suggested by the Federal Farm Board to the Governors of fourteen cotton producing States.

If the States concur, Government will withhold from the market for another year its present holdings of cotton.

What It Means.
The scheme means a reduction of the total supply of cotton by at least 4,000,000 bales, and the withholding from this year's market of 3,000,000 more. The scheme will become effective if ten of the largest production States accept. — Reuter's American Service.

CHILIAN CABINET'S SUGGESTION.

Suspension of All Debts.

PROTECT GOLD.

New York, Yesterday. A message from Santiago, Chile, states that the recommendation that the partial moratorium proclaimed for the middle of July to protect the gold exchange standard should be completed by the suspension of service and foreign debts, is made by the Chilean Cabinet to the Congress.

The Cabinet recommends, in view of the shortage of funds, a discontinuance of the payment of interest on foreign debts, amounting to \$18,000,000, for the balance of the present year. It also suggests the suspension of payment of interest on the internal debt and short-term notes. — Reuter's American Service.

MR. EUGENE CHEN.

Leaving Tokyo for Canton.

Tokyo, Yesterday. Mr. Eugene Chen states that he is leaving Tokyo to-morrow, and will shortly be returning to Canton, but he does not desire his sailing date divulged. — Reuter.

FLORA FORT BLOWS UP

THIS MORNING'S DISASTROUS AFFAIR IN MACAO

A TERRIFIC EXPLOSION

SHIP SHAKEN FROM STEM TO STERN

Reports reached Hong Kong this morning of a disastrous explosion in Macao at an early hour to-day.

The most reliable information to hand is that the disaster occurred in one of the forts, and the number of killed and injured was stated to be seven, apparently all Portuguese soldiers.

From the same source of information it was learned that the fort involved in the explosion was the Flora Fort, which is below the Lighthouse, where gunpowder is kept.

S.S. CHUEN CHOW'S REPORT

Inquiries made on board the s.s. Chuen Chow, which arrived from Macao soon after 11 o'clock this morning, confirmed the report that an explosion had occurred in the Portuguese Colony at about 5.40 this morning.

Terrific Explosion.
The explosion, our representative was informed, was terrific and followed by a huge column of thick black smoke which rose high into the air, but no flames could be seen from where the ship was, at her wharf in the inner port.

Shaken from Stem to Stern.
So terrific was the explosion that the Chuen Chow was shaken from stem to stern and every one on board awakened.

No Definite Information.
At the time the ship left Macao, at 8 a.m., it was not possible to get definite information as to what had occurred, it being variously stated that the explosion was in a fort and in a Chinese fire cracker factory. The most persistent rumour at the time of the Chuen Chow's sailing was that the explosion had occurred in the lower fort, which would be the Flora Fort.

Consul-General Interviewed.
When seen by a China Mail representative at noon to-day, the Portuguese Consul-General (Senhor A. Luiz Cerveira de Albuquerque e Castro) stated that he had yet no information from Macao. He had heard reports of the disaster soon after coming to his office in the morning, and had sent a cable to Macao at 9.30 a.m. asking for information, but no reply to his cable had come through yet.

In a discussion of the meagre details available, the Consul-General was inclined to dismiss the rumour that the explosion was in the lower, or Flora Fort. This fort, he said, was obsolete, and, as far as he knew, no gunpowder was kept there. The fort had not been in use for some years, and was only one of the old-time places of interest in Macao, liable at any time to be torn down to make room for houses in the course of development.

The only two gunpowder magazines in the Portuguese Colony were at the Flora Fort and on Colowan Island, which is near Macao. If, as indicated, the explosion had occurred in Macao proper, then he was inclined to the belief that it was in the Flora Fort.

Of course, he was basing his assumption on the information that it was a gunpowder explosion, and was not prepared to dismiss the possibility that the explosion was in the Arsenal, which occupies a portion of the waterfront facing the inner harbour. A small quantity of gunpowder, torpedoes, etc., are stored here.

Senhor de Albuquerque e Castro is at a loss to understand how an explosion could have occurred so early in the morning. It would be more conceivable had it occurred during the day time, and might be attributable to the effect of the heat which had been experienced there during the past few days.

Cable Says Flora Fort.
Later. According to a local Portuguese gentleman, who had received a short cable from Macao relating to the explosion, it is definitely stated to have occurred at the Flora Fort, below Gula.

Oil Control in America.
Bill to Cope with Overproduction.
QUOTA SCHEME.
Austin, Yesterday. The Texas State Legislature has passed an Oil Conservation Bill to deal with present overproduction. The bill lays down a compulsory quota system for production by various pools. Also outlines penalties for those opposing the orders of the Conservation Commission. — Reuter.

FOUND ADRIFT.
Small Dinghy & Four Anchors.
Kwok Lan, master of a cargo junk, has handed over to the Police a

at Kowloon, a small dinghy and four anchors, which he found adrift near the Waterloo Road pier in the Yaumati anchorage.

The anchors had the appearance of having been stolen, and were of having been there to be retrieved.

Whilst driving his car along Hollywood Road at two o'clock this morning, Mr. C. J. Endert, of the Netherlands China Bank, collided with a lamp standard at the junction of Pottinger Street.

The car was damaged, whilst Mr. Endert received several cuts in his face from the glass of the broken wind screen.

MOTORISTS THIS IS YOUR PAGE

NOTES AND NEWS.

When Strange Noises Develop.

HEADLAMP DAZZLE.

Manufacturers of automobiles are to-day including in their vehicles every possible safety device, four-wheel brakes, improved steering, better lighting and more efficient provision for vision front and rear. But the fact of such safety provision being provided for motorists in their machines all goes for naught unless the safety equipment is kept in good order and will function properly. Four-wheel brakes are almost worthless if they are not properly adjusted, while the battery and lamps must have attention to keep operating at maximum efficiency. The trouble is that so many motorists forget all about maintenance until something goes wrong in the form of some hold-up or mishap. It is far better to prevent faults by a little occasional care and attention than waiting

until trouble overtakes one, may be in a form that is painful or expensive.

When a car is several years old, there are many strange noises which it may develop. For instance, a tapping sound when the engine is ticking over is often very hard to trace. First ascertain if the sound is coming from the tappets which may be making the noise, due to having excessive clearances. When it is decided that the noise is not due to this lubricate the tappets very thoroughly with engine oil. Should the sound then disappear, worn tappet guides may definitely be said to be the cause of the difficulty. Another cause of mysterious "tapping sounds" is the presence of a small flat or one of the cams, thus making the tappets jump at certain speeds.

Motorists are often puzzled when driving after dark by many lights and shadows unless they know how to interpret their meaning at a glance. This however, is largely a matter of practice and the best advice that can be given to the novice is to drive cautiously and not to worry over the fact that other cars may be travelling much faster.

When dazzling head lamps are met, the best plan is never to look at them, but to direct the eyes to the near side of the road. If this is done only the very brightest of headlamps will cause any real inconvenience. When a driver is really dazzled he should slow up, even stop altogether if necessary, on no account should he "chance it," for cyclists' reflectors are often of doubtful efficiency, while pedestrians, of course, are entirely unlighted. Needless to say, well-adjusted lamps on all automobiles are essential, and the best way of achieving this end is to take the car out on a quiet, straight road that has no street lamps. Adjust the bulbs one at a time so that each gives a fairly long but not too narrow beam without any black patches in the centre. The lamps themselves can then be adjusted for angle, the object being to light up the road immediately in front of the car and at the same time to illuminate the road ahead.

In case of ignition failure at any time, caused by a worn carbon brush, and with no spare brush available, a very good temporary repair can be made by breaking up an ordinary flash lamp battery, and

the sticks of carbon being removed, from one of them a brush can be fashioned quite easily with a pocket knife to replace the worn component.

It is not commonly appreciated that a speedometer cable will not continue to give service unless it is periodically lubricated. One way is to remove the top end and pour oil down inside the casing; but a far better plan is to remove the whole cable complete, attach a piece of string to one end of the inner cable and draw it out through the other end. The inner cable can then be generously smeared with vaseline and pulled back into its casing with the string.

The amount of play, that is lost motion, in the steering gear can be noted by the driver if he turns the right front wheel to its full turning position, and then tries the steering wheel. In this position he can watch the steering wheel and the front wheel simultaneously, and note the exact amount of looseness. If the play is more than an inch and a half it is advisable to have the steering adjusted in the interests of safe and comfortable driving.

Although breakdowns are not very frequent, or, at least, such that it is necessary to tow the car home, there are one or two points which are worth mentioning for the benefit of motorists who might be involved in such contraptions. The driver of the towing car must remember that he should not endeavour to drive hard. It is dangerous to go fast. The driver of the towed car should remember to keep the tow-ropes taut all the while, for which purpose it will be necessary for him frequently to use the brakes. On a decline the brakes should be applied frequently. One of the best ways to secure the rope is to pass it through the dumbirons of the towed car, to form a triangle, the other end being secured through the off-side rear dumbiron of the towing car, or in a triangle through both, as with the rear car. This provides a central pull.

TRANSPORT IN SPAIN.

The political situation in Spain has resolved into a bloodless revolution. The transition period has been a hard one for business undertakings, but the calm resoluteness of its people is making itself evident and the beneficial effect of the backward trickle of exported funds is being felt already.

Spain is still in automobile adolescence. From poor roads to super highways is no short step but a stride which has been forced upon the country by sheer weight of economic advantage. As yet only 200,000 motor vehicles are registered, but this represents one unit to every 100 of the population. The country is still capable of enormous development. It has great natural resources, the exploiting of which will demand transport, and with prosperity will come the need for passenger services and the consequent supply of public vehicles and private motor cars.

Provincial Spain is no exception in its prejudice against revolutionary changes in matters which effect the everyday lives of the people. Pitched battles have in turn waged over tram and telephone, rail and road transport. Motor cars had their turn but ridicule is a lying jade, and acceptance has resulted in rural roads with their dangerous corners and precipitous slides being converted into broad safe highways, comparable with those in any other country.

The huge two-wheel carts with their platforms swinging to within a few inches of the ground, and drawn by a miscellany of beasts from the diminutive donkey in the lead to the owner's finest mule in the shafts, is now rare. Great automobile service stations stand where stables once stood. Motor transport brings fresh to the market in a few hours what once took as many days.

Development depends on the people themselves, for cheap transport is necessary and trucks subjected to a disproportionate tariff are a hindrance rather than a help to the commercial prosperity of Spain.

PETROL SUBSTITUTE

Successful Experiments at a Gasworks.

At a meeting of the Belfast Corporation Gas Committee the manager reported that the problem of producing from coal tar a satisfactory substitute for petrol for use in internal combustion engines controlled by a magneto had been solved after exhaustive experiments in the chemical works section of the gas departments. On one test with the new fuel, he said, a bus had run twelve miles to the gallon against eight miles on a gallon of petrol. In addition no loss of engine power was experienced, while there was no carbon monoxide in the exhaust gases. It was also claimed for the new fuel that engines knocking was eliminated and there was no danger from fire, as the new fuel was non-inflammable.

The manager added that the production by his department each year would be approximately half a million gallons, which would help industries using mechanical transport, as the fuel could be produced at considerably less than the present cost of petrol.

Nature's Fairest Adorns Epsom Downs Derby

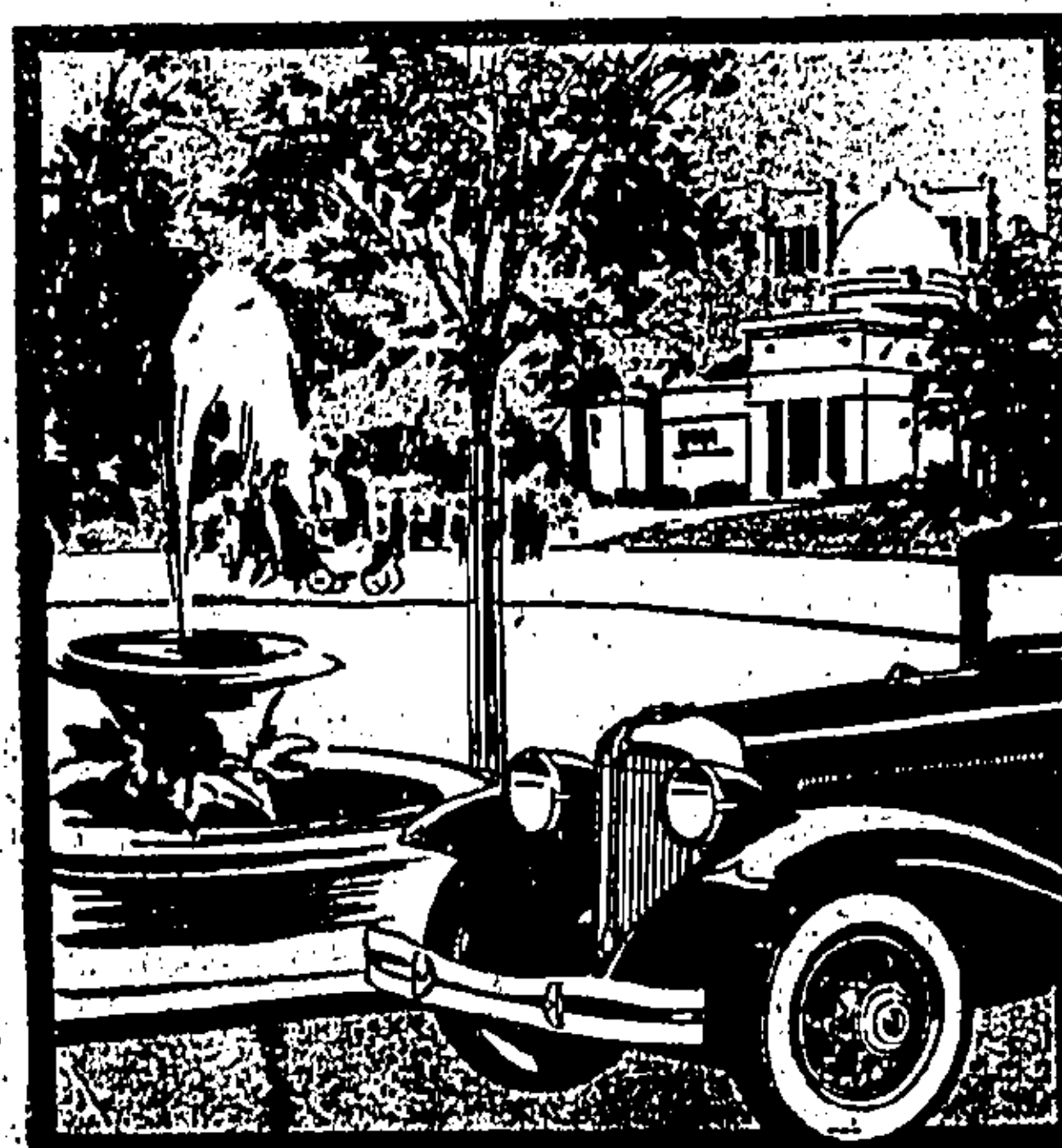


Summer fashions at Epsom Downs, England. Mannikins watching the brilliant Derby Day crowds from the vantage point of a new Buick.

NOW HERE

AN ENTIRELY NEW CHRYSLER SIX

A fine, big Six with a wheelbase of 116 inches, and a 70-horsepower engine for greater pick-up, speed, smoothness and endurance. A new Six with a double-drop frame that creates a dashing effect in appearance as well as a perfection of balance that benefits both safety and performance. In body construction, the New Chrysler Six excels—as much as it does in its chassis and



engine. It has a virtually one-piece, welded steel body that combines tremendous strength with rich appointments and

comfortable roominess—a motor car body that really protects you as it carries you silently and restfully over the miles. The value in this car will change all your conceptions of value standards.

INSPECTION CORDIALLY INVITED.

THE NATIONAL MOTOR CAR CO.

These Cars are on display in Town at

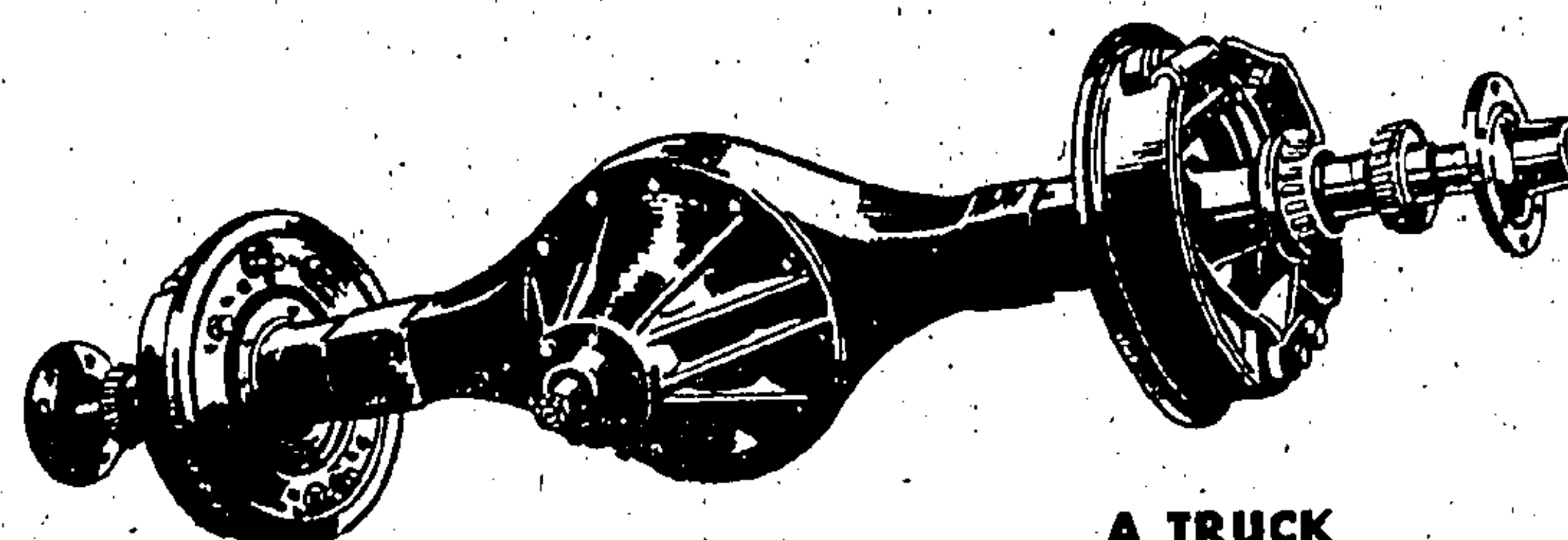
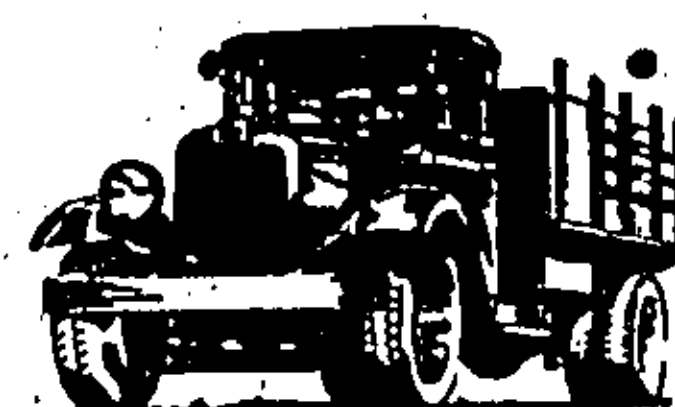
33, DES VOEUX ROAD CENTRAL.

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DODGE TRUCKS

DEPENDABLE - ECONOMICAL - CAPABLE

Do MORE WORK AND MAKE MORE PROFITS



With this rugged, high quality, self-aligning rear axle, shafts transmit power safely—and may be quickly replaced without removal of wheels or use of jack.

A TRUCK FOR EVERY HAULING NEED

STANDARD TRUCKS

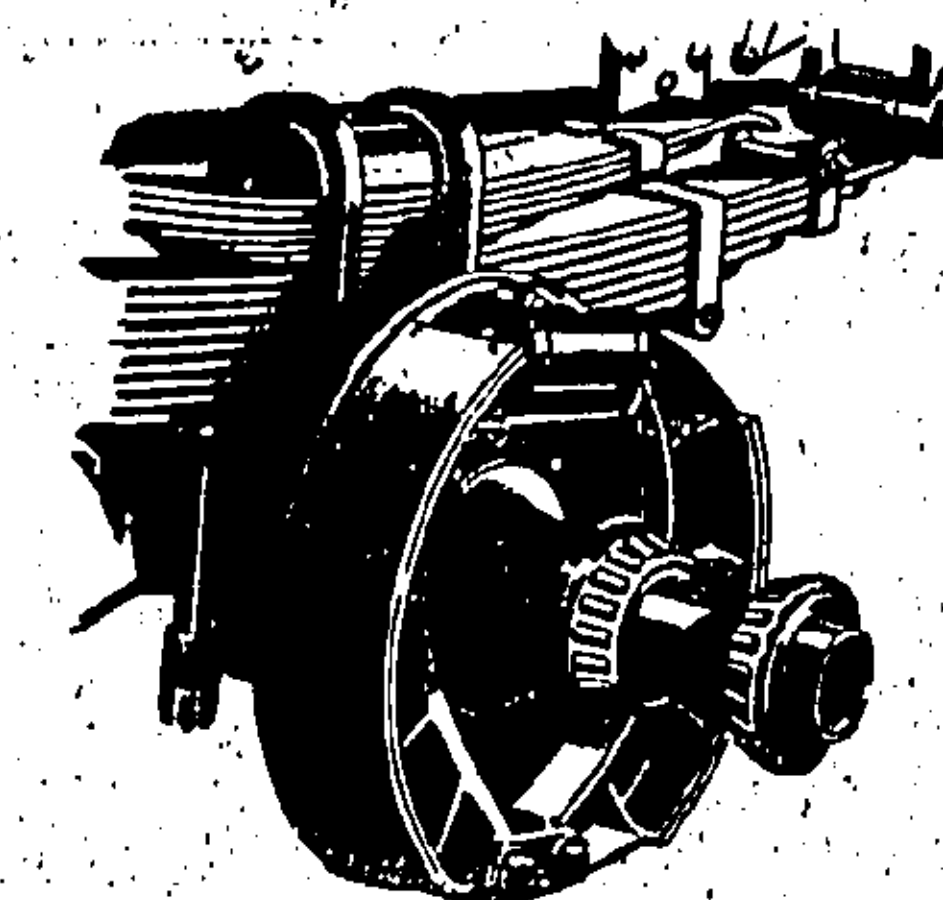
There are four standard models, 2 four-cylinder and 2 six-cylinder, with wheelbases from 109 inches to 136 inches. Payload capacities range from 1,200 to 3,850 lbs.

HEAVY DUTY STRAIGHT FRAME

There are seven Heavy Duty Straight Frame models, all six-cylinder and with wheelbases from 140 inches to 195 inches. Payload capacities range from 2,950 to 11,175 lbs.

HEAVY DUTY DOUBLE DROP FRAME

There are four Heavy Duty Double Drop Frame models, all six-cylinder and with wheelbases from 150 inches to 195 inches. Payload capacities range from 3,500 to 11,175 lbs.



These safe, sure, easily-applied 4-wheel brakes are laterally-responding and therefore weatherproof... self-equalizing and exerting uniform braking on all wheels... positive... easy to adjust.

SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road, Central.

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FORNIGHTLY PASSENGER AND FREIGHT SERVICE FOR
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Taking Cargo on through Bills of Lading
to Flume, Genoa, All Italian, Adriatic, Levant,
Black Sea and Danube Ports

Passengers to LONDON (Overland).

NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan.	For Singapore & Italy
M.V. "HILDA"	Aug. 19	Aug. 30
*S.S. "GANGE"	Aug. 24	Sept. 9
M.V. "COL DI LANA"	Aug. 24	Sept. 27
*S.S. "CRACOVIA"	Sept. 22	Oct. 4

* Passenger Steamers with First, Second and Second Economic Classes.

† Outward voyage to Shanghai only.

Particular attention is called to the s.s. Gange which will make the voyage Hong Kong-Italy in 24 days thus affording London passengers to reach their destination in 26 days.

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	Tuesday, 18th August.
TAIYO MARU	Wednesday, 2nd September.
CHICHIBU MARU	Tuesday, 25th August.
SEATTLE, VANCOUVER via Shanghai & Japan Ports.	Tuesday, 25th August.
HIYE MARU	8th September.
HEIAN MARU	Tuesday, 22nd August.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	Saturday, 22nd August.
FUSHIMI MARU	Saturday, 5th September.
HAZAKI MARU	Saturday, 22nd August.
SYDNEY & MELBOURNE via Manila & Ports.	Saturday, 26th September.
KITANO MARU	Saturday, 22nd August.
ATSUTA MARU	Saturday, 26th September.
MANILA	Friday, 28th August.
CHICHIBU MARU	Friday, 28th August.
BOMBAY via Singapore, Penang, & Colombo.	Thursday, 27th August.
NAGATO MARU	Friday, 11th September.
KAGA MARU	Friday, 11th September.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.	Saturday, 12th September.
BOKUYO MARU	Saturday, 12th September.
NEW YORK, BOSTON via Panama.	Friday, 21st August.
KURAMA MARU	Tuesday, 1st September.
TAKETOYO MARU	Tuesday, 1st September.
LIVERPOOL via Port Said, Siam, Constantinople, Genoa.	Thursday, 13th August.
DELACOA MARU	Thursday, 13th August.
CALCUTTA via Singapore, Penang & Rangoon.	Saturday, 20th August.
RANGOON MARU	Tuesday, 18th September.
BENGAL MARU	Tuesday, 18th September.
SHANGHAI, KOBE & YOKOHAMA.	Monday, 17th August.
HAKODATE MARU	Friday, 21st August.
ATSUTA MARU (Nagasaki direct)	Friday, 21st August.
HAKUSAN MARU	Friday, 21st August.

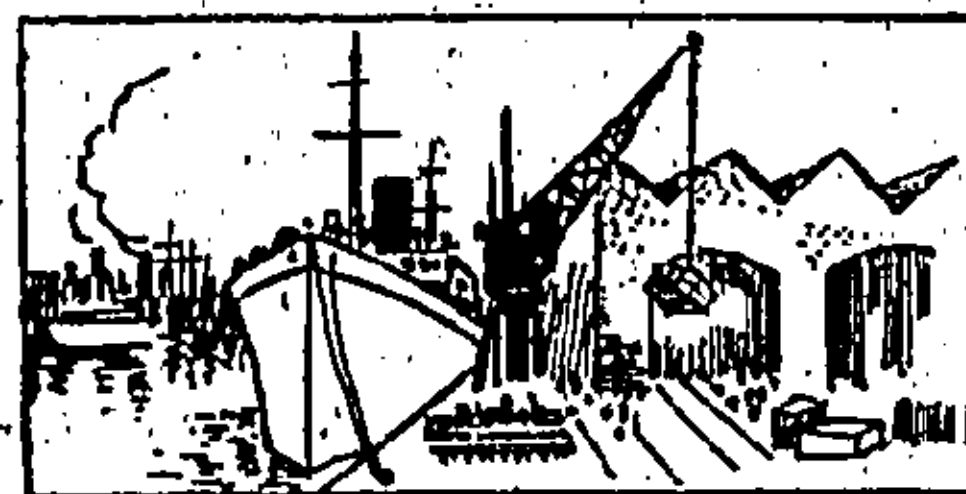
For further information apply to:—**NIPPON YUSEN KAISHA.**
Telephone 30291. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.	Buenos Aires Maru	Thurs., 3rd Sept.
MOMBA SA, ZANZIBAR, DAR-ES-SALAAM, BEIRA, LOURENCO MARQUES, DURBAN, PORT ELIZABETH & CAPE TOWN THENCE TO RIO DE JANEIRO, SANTOS & BUENOS AIRES via Singapore & Colombo.	Hawaii Maru	Mon., 31st Aug.
BRISBANE, SYDNEY, MELBOURNE, AUCKLAND & WELLINGTON via Manila.	Sydney Maru	Sat., 5th Sept.
JAPAN PORTS (Frequent Services).	Nitto Maru	Tues., 18th Aug.
LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	Alaska Maru	Fri., 21st Aug.
NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	Kinai Maru	Tues., 16th Sept.
BOMBAY via Singapore, Penang & Rangoon.	Hokuriku Maru	Tues., 9th Oct.
HAIPHONG via Hobe & Pakhoi (Fortnightly).	Shunko Maru	Wed., 19th Aug.
SEELUNG via Swatow & Amoy (2 p.m. every Sunday).	Indus Maru	Tues., 18th Aug.
TAKAO via Swatow & Amoy (Fortnightly).	Monado Maru	Thurs., 20th Aug. (10 a.m.)
	Canton Maru	Sun., 18th Oct.
	Deli Maru	Thurs., 27th Aug.

For further particulars please apply to:—
OSAKA SHOSHEN KAISHA.
Telephone 28991.



Shipping Intelligence.

ARRIVALS OF SHIPS.

Tuesday, August 11.

Chenan, British str., 1,365 tons, Capt. I. Newton, from Canton, buoy No. B20.—B. & S.

Chung Kong, Chinese str., 447 tons, Capt. Kwok Shau, from Taurana, buoy No. C5.—Yau Lee & Co.

Norviken, Norwegian str., 1,779 tons, Capt. F. E. Uistad, from Hoihow, buoy No. A5.—Botelho Brothers.

Sodegaura Maru, Japanese str., 830 tons, Capt. K. Yamataka, from Keelung, Yaumati Anchorage.—M.B.K.

Talma, British str., 6,154 tons, Capt. R. W. Hocking, from Singapore, Kowloon Wharf.—M. M. & Co.

Wing Wo, Portuguese str., 495 tons, Capt. I. D. de Lemos, from K. C. Wan, buoy No. C2.—Wo Hop & Co.

Wednesday, August 12.

Canton Maru, Japanese str., 1,047 tons, Capt. Y. Iwasaki, from Swatow, O. S. K. Wharf.—O.S.K.

Chaksang, British str., 1,470 tons, Capt. J. McAnish, from Canton, buoy No. B2.—J. M. & Co.

Deli Maru, Japanese str., 1,293 tons, Capt. R. Sanada, from Canton, O.S.K. Pier.—O.S.K.

Dorry, Chinese str., 1,083 tons, Capt. J. Bruhu, from Hoihow, buoy No. B19.—Chau Yue Teng.

Empress of Canada, British str., 12,811 tons, Captain L. D. Douglas, from Manila, Taikoo Dock.—C.P.S.

Graciosa, Norwegian str., 1,029 tons, Capt. A. Markussen, from Saigon, buoy No. B24.—Thoresen & Co.

Haining, British str., 832 tons, Captain A. H. Stewart, from Swatow, Douglas Wharf.—Douglas S.S. Co.

Harunasan Maru, Japanese str., 1,867 tons, Capt. K. Horigome, from Milke, buoy No. B23.—M.B.K.

Hydrangea, British str., 561 tons, Captain P. W. Grierson, from Swatow, Chiu On Wharf.—Chiu On S.S. Co.

Taiyuan, British str., 2,100 tons, Capt. R. Robertson, from Canton, buoy No. B3.—B. & S.

Van Heutsz, Dutch str., 2,748 tons, Capt. H. J. G. Blits, from Swatow, buoy No. A15.—J.C.J.L.

WARSHIPS IN PORT.

The following British warships were in harbour to-day:—

Canadoc—West wall.

Cleala—South wall.

Odin—North wall.

Otus—East wall.

Seraph—North arm.

Stormcloud—North wall.

Tamar—Basin.

Foreign.

Argus—French gunboat.

Helena—American gunboat.

Regulus—French sloop.

CONSIGNEES' NOTICE

Consignees of cargo ex s.s. Oregon Star are reminded to take delivery of their goods which will be subject to rent after August 16.

WATER LEVELS.

Details for West, North and East Rivers.

The following table, issued by the Kwangtung River Conservancy Commission, shows in feet the water levels on the West River, North River, and East River on the dates named:—

Aug. Aug. 11

West River at Shihung ... 19.5 18.9

North River at Samshui ... 0.8 0.5

East River at Tsingyue ... 10.0 10.5

The highest levels recorded are:—Shihung, 41 feet; Tsingyue, 29.2 feet; Samshui, 27.3 feet; Shiklung, 11.5 feet.

The lowest levels on record are minus 5 feet at Samshui and minus 2.7 feet at Shiklung.

PASSENGER LISTS.

ARRIVALS.

The following passengers arrived by the Empress of Canada on August 12:—

Mr. and Mrs. G. U. Da Rosa, Miss A. George, Miss S. Bunyavit, Miss S. Hnadhayanondh, Mr. H. E. Bemis, Mr. Chick Ho, Mrs. Leong Shi, Miss Chick Heng, Mr. Chick Mon, Mr. Chick Long, Mr. Chick Cheong, Miss C. M. Jucker, Mr. Hui Yuen-chuk, Mr. Yang Kong, Mr. Chan Heck-sing, Mr. A. J. Osmond, Mr. Pedro B. Cruz, Mr. Lu Meng, Mrs. Ho Shi, Miss Mary Lin Ming, Mr. Lam Kang, Mrs. Wong Kam, Capt. G. C. McFarland, Lt. O. H. Gilbert, Mrs. Ba Day, Mr. Chan Hoi, Mr. Kwan Yok-ken, Mr. P. Assudomal, Mr. Mac Ha, Mr. Y. Kin, Mr. Kwan Teng, Mr. and Mrs. Lai Hing, Miss Emilia Lai, Mr. Jose Lai, Mr. Wong Kung, Mr. Wong Ning, Miss F. W. S. Lozada, Mrs. C. Bais, Mr. Lee Siok-yet, Mr. Chin Ha, Mr. R. F. Hedrick, Mrs. Wo See, Mr. Kwan Wing-siao, Mr. Fa Yok, Mr. F. Lopez, Mr. William McDowell, Mr. J. Sunico, Mr. E. W. Lammers, M. V. Morch, Mr. Tiu Tong.

The following were "through" passengers:—

Mr. R. E. Lunkley, Mr. P. J. Prins, Mr. C. Teerthdas, Dr. G. Kalambacal, Mr. H. Whitmarsh, Miss M. Butler, Mr. G. Puyat, Mrs. M. T. C. Hollander, Mr. F. W. Shenstone, Mr. and Mrs. K. Shenstone, Mr. Max. Kummer, Mr. E. J. Galsier, Lt. and Mrs. R. B. Evans, Miss P. Evans, Mr. Geo. Evans, Mr. B. Vieira, Mrs. L. Cotton, Mrs. F. Coghill, Mr. and Mrs. M. Robles, Miss B. Robles, Miss L. Robles, Mr. and Mrs. W. C. Morris, Miss M. Morris, Lt.-Col. and Mrs. R. Blaine, Mr. D. Alaras, Mrs. H. V. Fuller, Mr. Felix A. Diaz, Miss Flora A. Diaz, Miss C. A. Shay, Miss H. M. Marshall, Mr. John A. Pickett, Mr. F. Guzman, Mr. W. Webster, Lt. R. Enriquez, Miss A. Bendana, Mr. M. G. Baluyut, Mr. D. C. Moore, Mrs. W. S. Gowdy, Mr. S. N. Sauviroff, Mr. L. Eugenio, Mrs. H. Levinakaya, Mr. and Mrs. M. E. Heller, Mr. A. S. Heller, Mr. S. Heller, Mr. Y. Miyake and 2 sons and 1 daughter.

JAPAN IN 17 DAYS.

Record of Empress of Britain.

One of the facts of the entry of the Empress of Britain into the Atlantic service which is not yet sufficiently realised is that this new liner brings Japan within seventeen days of London by the Canadian Pacific, trans-Atlantic, trans-Pacific, and trans-Pacific route. This is due to the wonderful co-ordination of ship and train services organised by the C.P.R., and the records recently made by the Empress of Japan play naturally a very important part in this new development. It was just eight months ago that the Empress of Japan set up the record of 7 days 20 minutes between Vancouver and Yokohama. The Empress of Britain will also bring New Zealand within 27 days of London by joining up on the Pacific with the 25,000 ton Aorangi, of the Union Steamship Company of New Zealand.

LIGHTHOUSE-SERVICE VESSEL BUILT IN AUSTRALIA.

Progress is being made at Cockatoo Island Dockyard, Sydney, New South Wales, with a lighthouse-service vessel, ordered recently by the Government of the Commonwealth of Australia. It is anticipated that the ship, which is to replace S.S. Kyogle, built in Glasgow in 1902, will be launched this month. She is to be furnished with complete wireless equipment, manufactured by Messrs. Amalgamated Wireless (Australasia), Limited, and this will include a 1½-kw. transmitter, a direction finder and automatic alarm apparatus.—Engineering.

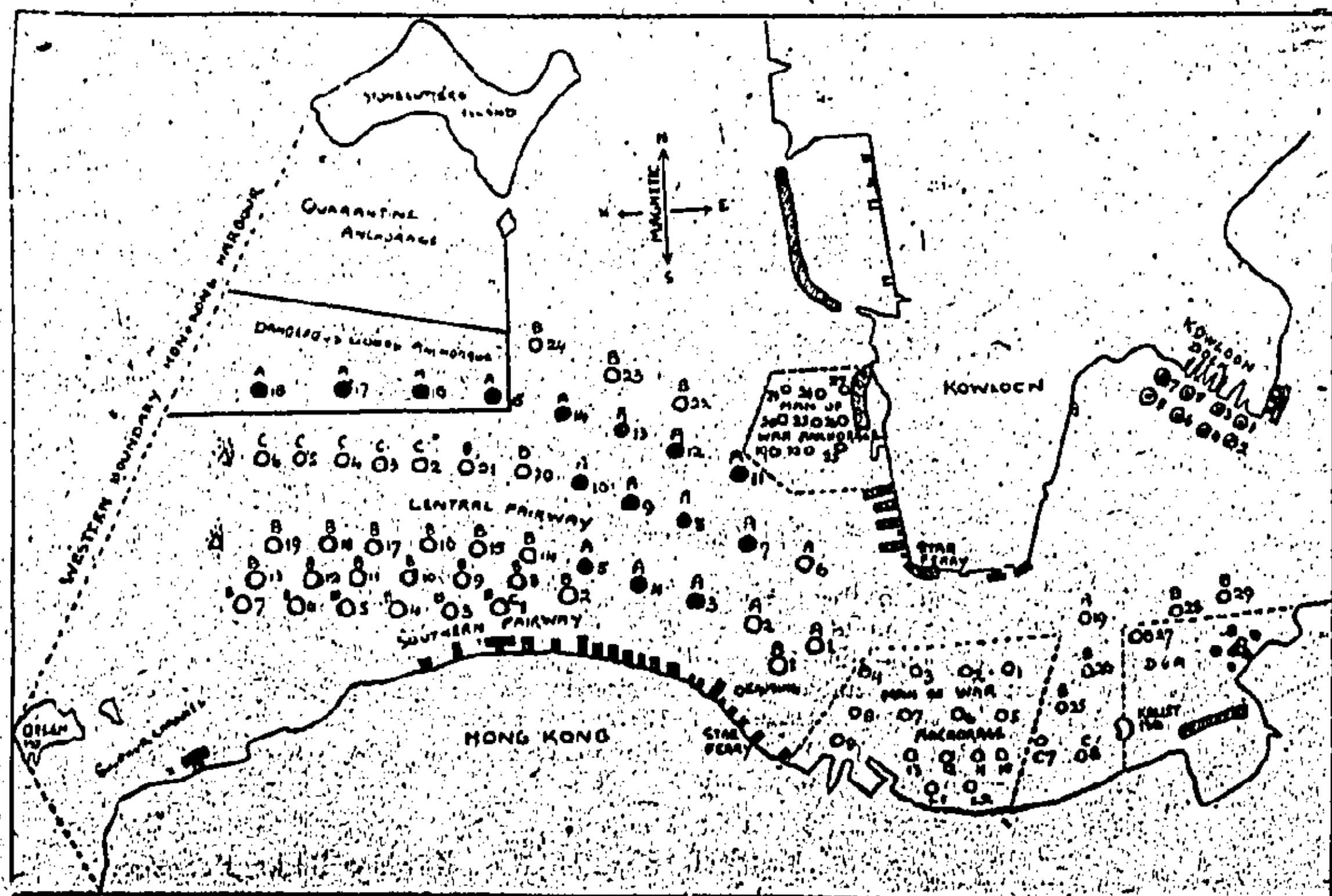
HONG KONG TIDES.

The time used is Standard, or mean time of the meridian of 120 deg. E.; 00h. is midnight, 12hrs. is noon. The heights are referred to the datum of the largest scale Admiralty chart of the place and should be added to the depths given on the chart unless preceded by an asterisk (*), when they should be subtracted from the depths.

August 13 to 19, 1931.

DATE	HIGH WATER		LOW WATER	
	Standard Times	Ht.	Standard Times	Ht.
August				
Thurs 13	08 30	7.7	11 30	3.4
Fri 14	08 30	7.7	11 30	3.4
Sat 15	08 30	7.7	11 30	3.4
Sun 16	08 30	7.7	11 30	3.4
Mon 17	08 30	7.7	11 30	3.4
Tues 18	08 30	7.7	11 30	3.4
Wed 19	08 30	7.7	11 30	3.4

BUOY PLAN OF HONG KONG HARBOUR.



EMPRESS OF CANADA

SAILS

NOON—SATURDAY
15th AUGUST

FOR

Victoria & Vancouver

via Shanghai and Japan

Low Fares to JAPAN

Unusual Reductions on the Empress Fleet.

LARGEST AND FASTEST SHIPS ON THE PACIFIC

SAILINGS

	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
Empress of Canada	Aug. 15	Aug. 18	Aug. 20	Aug. 22	Aug. 30
Empress of Russia	Aug. 28	Aug. 31	Sept. 3	Sept. 5	Sept. 14
Empress of Japan	Sept. 12	Sept. 15	Sept. 17	Sept. 19	Sept. 27
Empress of Asia	Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 12
Empress of Canada	Oct. 10	Oct. 13	Oct. 15	Oct. 17	Oct. 25
Empress of Russia	Oct. 23	Oct. 26	Oct. 28	Oct. 31	Nov. 9
Empress of Japan	Nov. 7	Nov. 10	Nov. 12	Nov. 14	Nov. 22
Empress of Asia	Nov. 20	Nov. 23	Nov. 25	Nov. 28	Dec. 7
Empress of Canada	Dec. 5	Dec. 8	Dec. 10	Dec. 12	Dec. 20
Empress of Russia	Dec. 18	Dec. 21	Dec. 23	Dec. 26	Jan. 4

* "Empress of Russia" and "Empress of Asia" call at Nagasaki.

Special Through Fares To Europe

\$120—\$112—\$88—\$79

HONG KONG—MANILA.

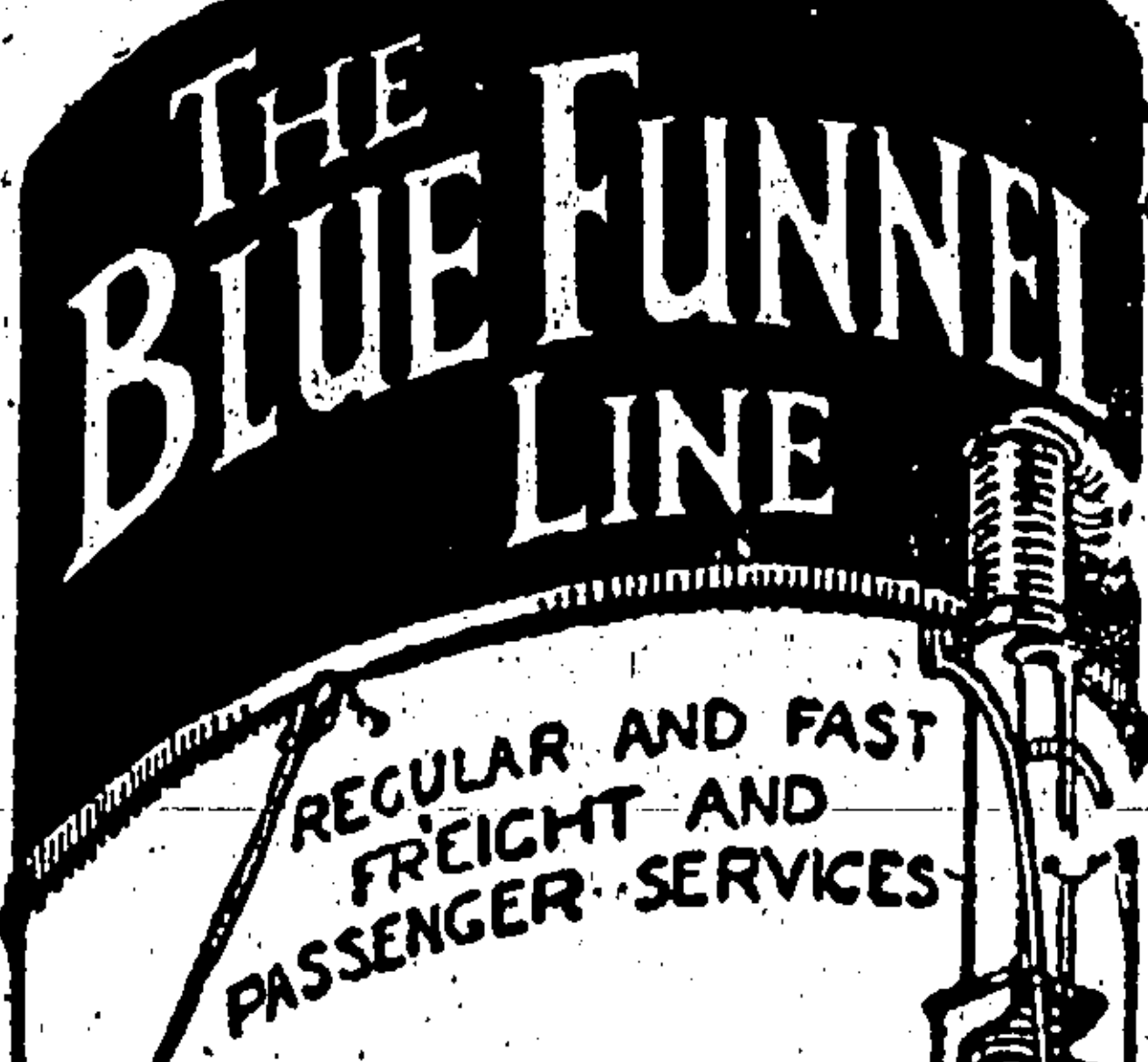
	Leave Hong Kong	Arrive Manila
EMPRESS OF RUSSIA	Aug. 20	Aug. 22
EMPRESS OF JAPAN	Sept. 4	Sept. 6

The Atlantic Blue Riband Empress of Britain	4 days 9 hrs. 27 mins.
The Pacific Blue Riband Empress of Japan	7 days 20 hrs. 16 mins.

Telephones: Passenger 20762.

Freight 20042.

THE WORLD'S GREATEST TRAVEL SYSTEM.



REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE.

"PHILOTTES" 18th Aug. For Port Said, Suez, Alexandria, London, Rotterdam and Hamburg.
"HEUTOR" 2nd Sept. For Port Said, Suez, Alexandria, London, Rotterdam, Hamburg and Glasgow.

LIVERPOOL SERVICE.

"TAN PALU" 25th Aug. For Port Said, Suez, L'pool & Glasgow.
"EUMAEUS" 3rd Sept. For Port Said, L'pool, Havre & Glasgow.

NEW YORK SERVICE.

"PREMIER" 7th Sept. For Boston, New York, and Baltimore via Philippines and Singapore.

PACIFIC SERVICE.

(via KOBE & YOKOHAMA.)
"PROTEUS" 22nd Aug. For Victoria, Vancouver & Seattle.
"EXION" 17th Sept. For Victoria, Vancouver & Seattle.

INWARD SERVICE.

"PERSEUS" Due 10th Aug. For Shanghai, Kobe, Yokohama and Vladivostok.
"OBESITAS" Due 20th Aug. For Shanghai, Kobe and Yokohama.

Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to the undersigned.
All bookings are subject to the provisions of the Company's Bill of Lading.

Butterfield & Swire.

Agents.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday Is., Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE TAIPING (Suez).

FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.
ELECTRIC LAUNDRY, BARBER SHOP, SURGEON AND STEWARDESS CARRIED.

Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, 47s RETURN.

LONDON (via Australia) from £136.13.0.

(Australian Newspapers on Sale)

STEAMER Due Hong Kong Leave Hong Kong Leave Manila Due 4th Oct.

CHANGTE ... 1st Sept. ... 1st Sept. ... 1st Sept. ... 1st Sept.

TAIPING ... 1st Sept. ... 1st Sept. ... 1st Sept. ... 1st Sept.

AUSTRALIAN-ORIENTAL LINE, LTD. (Incorporated in Australia.)
BUTTERFIELD & SWIRE, Agents—HONG KONG—SHANGHAI.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination.
RAJPUTANA	17,000	15th Aug. Noon	Bombay, Marseilles & London.
*ALIPORE	5,300	19th Aug.	Straits, Colombo & Bombay.
*IPADUA	6,000	22nd Aug.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
*KARMALA	9,000	29th Aug.	Marseilles, London, Rotterdam, Ant- werp & Hull.
CATHAY	15,000	12th Sept.	Bombay, Marseilles & London.
*SUDAN	6,800	19th Sept.	Marseilles, Havre, London, Hamburg, Rotterdam & Antwerp.
*KALYAN	9,000	26th Sept.	Marseilles, London, Rotterdam, Ant- werp & Hull.
*MANTUA	11,000	10th Oct.	Marseilles & London.
*KASHMIR	9,000	24th Oct.	Marseilles, L'don, R'dam & A'werp.
*BURDWAN	6,500	31st Oct.	Marseilles, Havre, London, Hamburg, Rotterdam & Antwerp.
NALDERA	16,000	7th Nov.	Bombay, Marseilles & London.
*KASHGAR	9,000	21st Nov.	Marseilles, L'don, R'dam & A'werp.
RAJPUTANA	17,000	5th Dec.	Marseilles & London.
CORFU	15,000	19th Dec.	Marseilles, Havre, London, Hamburg, Rotterdam & Antwerp.
*SOMALI	6,800	26th Dec.	Marseilles, Havre, London, Hamburg, Rotterdam & Antwerp.

* Cargo only. † Calls Casablanca. ‡ Calls Djibouti.
§ Calls Karachi & Port Swettenham.
Frequent connection from Port Said for Passengers and Cargo to Con-
stantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

S.S.	Tons	From Hong Kong About	Destination.
*SANTHIA	8,000	23rd Aug.	Singapore, Penang & Calcutta.
TALMA	10,000	8th Sept.	Singapore, Penang & Calcutta.
TAKADA	7,000	21st Sept.	Singapore, Penang & Calcutta.

* Calls Port Swettenham.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

S.S.	Tons	From Hong Kong About	Destination.
TANDA	7,000	2nd Sept.	Manila, Rabaul, Brisbane, Sydney
NANKIN	7,000	2nd Oct.	& Melbourne.
WELLORE	7,000	31st Oct.	

Regular monthly sailings from Hong Kong to Shanghai and Japan
and Hong Kong to Australia.

Hong Kong to Sydney—19 days.
Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN. Cheap Summer Trips to Japan, June to Sept.

S.S.	Tons	From Hong Kong About	Destination.
TALMA	10,000	14th Aug.	Amoy, Shanghai, Moji, Kobe & Osaka.
CATHAY	15,000	14th Aug. 10 a.m.	Shanghai, Kobe & Yokohama.
TAKADA	7,000	27th Aug.	Amoy, Shanghai, Moji, Kobe, Yoko- hama & Osaka.
*NANKIN	7,000	27th Aug.	Shanghai, Kobe & Yokohama.
KALYAN	9,000	28th Aug.	Shanghai, Moji, Kobe & Yokohama.
*ST. ALBANS	4,500	31st Aug.	Shanghai, Moji, Kobe, Osaka & Y'hama.
MANTUA	11,000	11th Sept.	Shanghai, Moji, Kobe & Yokohama.
SIRDHANA	8,000	11th Sept.	Amoy, Moji, Kobe & Osaka.
*BURDWAN	6,500	12th Sept.	Shanghai, Kobe & Yokohama.
KASHMIR	9,000	25th Sept.	Shanghai, Moji, Kobe & Yokohama.
TILWA	10,000	25th Sept.	Amoy, Moji, Kobe & Osaka.
NELLORE	7,000	5th Oct.	Shanghai, Moji, Kobe, Osaka & Y'hama.
SANTHIA	8,000	8th Oct.	Amoy, Moji, Kobe & Osaka.
NALDERA	16,000	10th Oct.	Shanghai, Kobe & Yokohama.
KASHGAR	9,000	17th Oct.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	23rd Oct.	Amoy, Moji, Kobe & Osaka.
MACEDONIA	11,000	24th Oct.	Shanghai, Moji, Kobe & Yokohama.
TANDA	7,000	31st Nov.	Shanghai, Kobe & Yokohama.
RAJPUTANA	17,000	7th Nov.	Shanghai, Kobe & Yokohama.
CORFU	15,000	21st Nov.	Shanghai, Kobe & Yokohama.
RAWALPINDI	17,000	5th Dec.	Shanghai, Kobe & Yokohama.
NANKIN	7,000	7th Dec.	Shanghai, Moji, Kobe, Osaka & Y'hama.
KARMALA	9,000	19th Dec.	Shanghai, Moji, Kobe & Yokohama.

* Cargo only. † Calls Nagoya.
‡ Calling Wei-hai-wei, Tientsin, & Shanghai on return from Japan.

All dates are approximate and subject to alteration without notice.
Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.
All Cabins are fitted with Electric Fans on Punka Louvre System free
of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 5 cu. ft. will be received at the Com-
pany's Office up to Noon on the day previous to sailing.
For further information, Passage, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,
P. & O. Building, Connaught Rd. C., Hong Kong. Agents.

EMPIRE AND THE NAVY.

The West Indian Islands.

Some of our overseas possessions have been acquired by settlement, some by conquest, and others again by concession: the result of victories in other parts of the world.

The West Indian Islands come under all three categories. These islands were first discovered by the Spaniards, who misnamed them the West Indies, the existence of the American continent being unknown to Columbus.

The original inhabitants were soon exterminated, those in the northern islands, the Arawak Indians, being of a mild and peaceful disposition; those in the southern islands, the Caribs, fierce and war-like, and their places as labourers taken by negroes imported from the West coast of Africa, when the suitability of the islands for growing sugar cane was realised, writes Lieut.-Colonel H. Oldfield in "The Navy."

This traffic attracted adventurers like Hawkins, and the knowledge gained of the navigation of the Atlantic and the times of sailing of the Spanish treasure fleets, gave rise to the existence of a large number of privateers who became a thorn in the side of the Spanish kingdom and eventually led to its downfall as a sea power.

Although James I. was anxious to keep the peace at all costs, and allowed the reputation of Britain as a dominant factor in the command of the seas, to be lowered, he did not neglect the Navy.

In his reign top masts were fitted, and larger and more seaworthy ships built, so that when Cromwell came into power, he had at his disposal a fleet, which only required reconditioning and manning to become efficient.

This fleet was soon required for active service, as Holland, relieved from the pressure of Spain, thanks to our defeat of the Armada, became an aggressive rival.

Blake, however, soon cleared the Channel of their ships, and having reduced the Dutch to impotence, Cromwell determined that the power of Britain should be extended abroad.

Two large squadrons were fitted out and sailed in 1654 with sealed orders. One, commanded by Penn with 4,000 troops, was sent to the West Indies to attack the Spanish possessions there; for although we were not at war, religious differences gave the necessary pretext.

St. Domingo was first attacked unsuccessfully. Penn then proceeded to Jamaica and captured it, establishing that island as a base for subsequent operations. Our other possessions at that time were the Barbados, which, although a British settlement, had been seized

by the Dutch and re-captured by Sir George Ayscue in 1652; the Bermudas, a chain of islands forming a link between North America and the West Indies; Tortuga; and St. Kitts.

The other squadron proceeded to the Mediterranean, attacked Tunis, destroyed the batteries, and the Corsaire's shipping, a reprisal for a raid on our coasts, and the interception of the fishing fleet, returning from Newfoundland, in the reign of Charles I.

This action assured our position in the Mediterranean. Cadiz was next blockaded and the vessels from the Spanish Main and the West Indies intercepted, rich convoys carrying much gold and silver being captured.

The reputation of the British Fleet was again re-established and caused other nations to leave British shipping and our colonies severely alone. What the defeat of the Armada had begun, Cromwell completed.

Master at home, Cromwell took pains to people the West Indies with Britons by sending out thousands of prisoners of war, Royalists, Scotch and Irish, chiefly the latter, a few of whose descendants still remain and are known as "Red Legs."

The country was not suitable for white men to work as labourers, and many, as opportunity occurred, migrated to the main land. Those who remained, drifted to other islands and joined with those settlers who made a living by killing the wild cattle and selling the dried flesh (buccan) to ships; hence the name buccaneers. A lawless crowd, refugees from other countries, including many Huguenots.

When the Spaniards caught any of them they burnt them as "heretics." When a buccaneer caught a Spaniard, they hung him out of hand as a "murderer."

MESSAGES FOR CREW.

A large party of Russians, returning to Russia from America, landed at the London Docks from a British liner, and as they left the ship they handed sealed envelopes to a number of the crew.

The envelopes contained Red propaganda, typewritten on the ship's notepaper and accompanied by gifts of money.

One of the envelopes, which a Daily Express representative saw contained the following messages:—

"Gift.—From workers of Canada and United States that went to Russia on the Cunard line with the steamship—on May 29, 1931.

"We saw that your work hard on the ship for 15 hours a day and get only starving wages. We assure you that only by organising and fighting you can better your condition just as the workers of Russia have done.

Comradely Regards From All."

With the message was a two-dollar note.

The members of the crew who received the "gifts" were indignant, and wished to give them back to the Russians. After consultation, however, the matter was left in the hands of the chief steward.

SHIPPING LOSSES.

Lloyd's Returns for December Quarter.

Returns of Lloyd's Register show that during the quarter ended December 31 last the gross reduction in the Mercantile Marine of the World from all causes was represented by 208 vessels, of 378,835 tons gross. Of these 28, of 92,252 tons, were owned in Great Britain and Ireland, and 180, of 286,583 tons, belonged to other countries.

During the same period 99 vessels, of 130,837 tons, were lost in consequence of casualty or stress of weather. Twelve vessels, of 45,566 tons, belonged to Great Britain and Ireland, and 87 of 85,351 tons, were owned in other countries.

Cases of ships broken up, condemned, etc., not known to be in consequence of casualty or stress of weather numbered 109, representing 247,948 tons. Included in these totals were 16 vessels, of 46,716 tons, owned in Great Britain and Ireland, and 93, of 201,232 tons, owned in other countries. The returns take into account vessels of 100 tons gross and upwards.

STEAMER MOVEMENTS.

The C.P.S.—R.M.S.—Empress of Russia arrived at Yokohama on August 12 (Wed.) at 7.30 a.m., leaves Yokohama on August 12 (Wed.) at 4 p.m., and is due at Hong Kong on August 19 (Wed.) p.m. She leaves Hong Kong for Manila on August 20 (Thurs.) at 5 p.m.

CONSIGNEES.

THE BLUE STAR LINE.

NOTICE TO CONSIGNEES.

Steamer: "OREGON STAR"
From CONTINENTAL PORTS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will not be landed here, unless notice has been given 48 hours prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All claims against the vessel must be presented to the Underwriter on or before the 25th inst. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst. at 10 a.m. by our surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by

DODWELL & CO., LTD.

Hong Kong, 10th August, 1931.



PEACOCK ALLEY

Is one of the features of

the new President Hoover and President Coolidge,—a miniature Fifth Avenue of little shops carrying the smartest styles in shipboard wear and accessories. Other unique

innovations on these new liners to sail between the

Orient and New York via California are the Deauville

Pool, the Stock Exchange, American Soda Fountain, the

Marine Tea Garden, unobstructed Top Play Deck, Electric

Elevators, Gymnasium, Private Dining Rooms

DOLLAR STEAMSHIP LINES

Fortnightly Sailings to New York



BARBER WILHELMSSEN LINE

TRANS-PACIFIC AND ATLANTIC COAST SERVICE
via PANAMA.

NEXT SAILING

M.V. "TAI YANG"

on AUGUST 18th.

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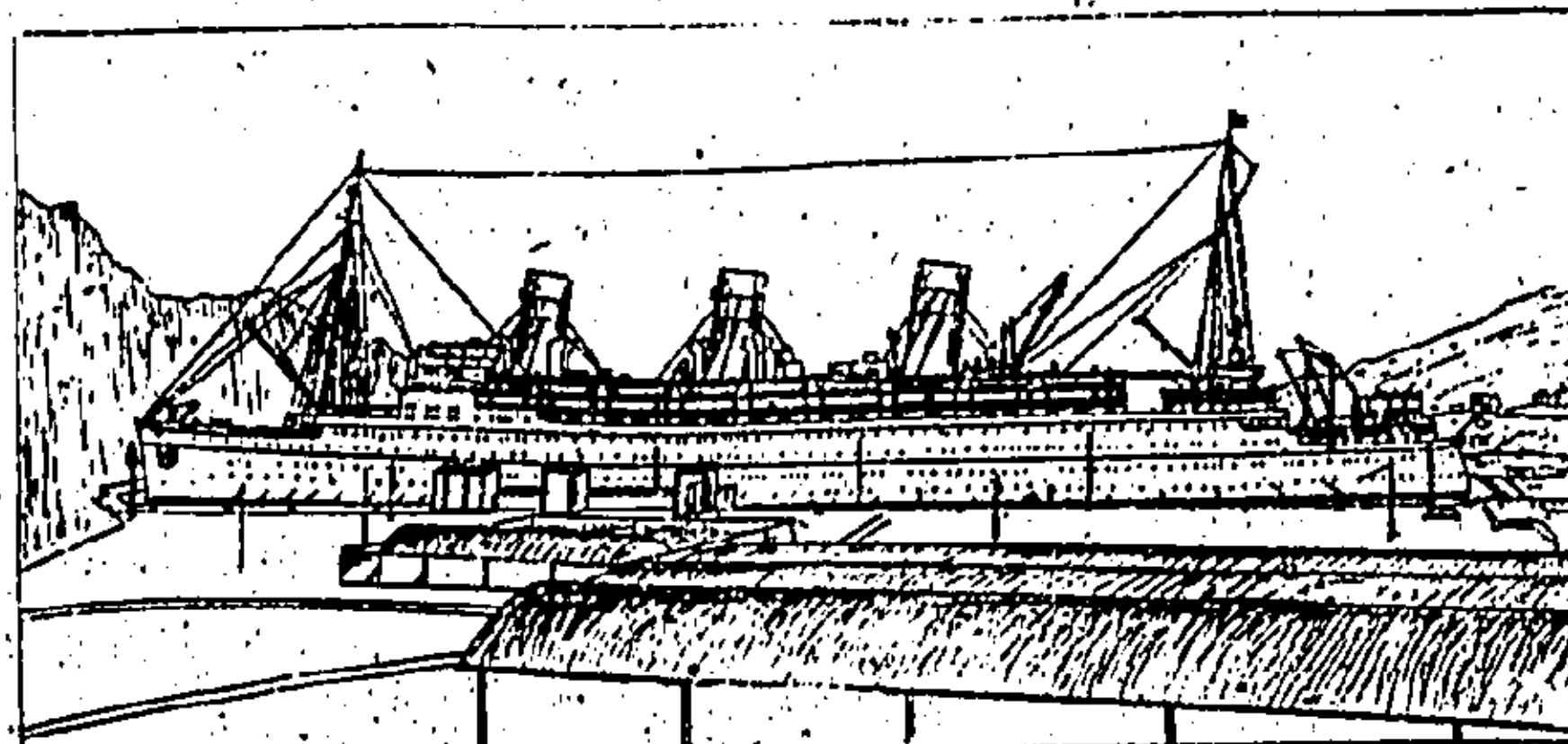
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TAI MING	WED. 19th	FRI. 21st	SAT. 22nd	SUN. 23rd
TAI HING	SUN. 23rd	TUES. 25th	WED. 26th	THURS. 27th
TAI MING	TUES. 25th	THURS. 27th	FRI. 28th	SAT. 29th
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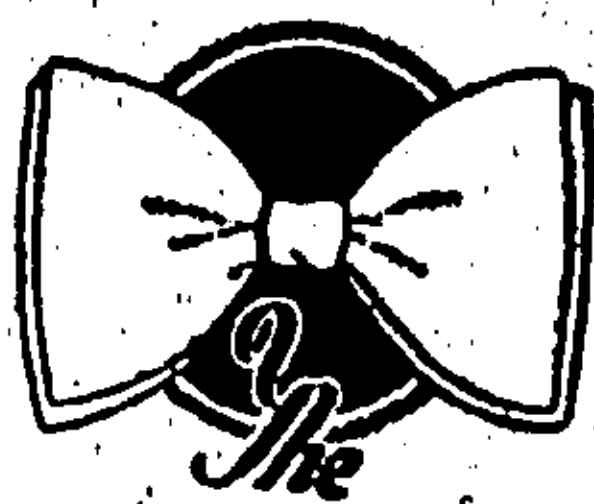
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FATALITIES IN MOTOR RACING

During the current season a number of men have been killed in motor-racing or during the preliminary practice which precedes all the great motor-races. Only one such fatality has occurred during 1931 in a British event, when the late F. G. Hicks broke his neck in the course of the Senior Tourist Trophy race in the Isle of Man. Perhaps ten men have been killed in the earlier races of the same series, and probably as many at Brooklands track since it was first opened. These accidents are paralleled by similar casualties abroad, both in America and on the Continent of Europe. For every man who is killed outright in connection with motor-racing another dozen are more or less seriously injured.

Many Accidents.

At the end of the 1931 T.T. races the Noble Hospital in the Isle of Man was crowded with accident cases resulting from the racing. The mountain road is not accessible at all points by switch roads, and the main roads are closed during the racing. At the end of the Senior race an ambulance—brought in several persons, including competitors and spectators, who had only been able to receive first aid by the roadside until such time as the course was reopened. Anybody who is brought into close contact with an individual catastrophe of the kind very pardonably begins to cherish serious doubts as to whether motor-racing can be justified at such a cost.

The Case of Hicks.

The late F. G. Hicks is a case in point. He was a manager of the research department of A. J. Stevens and Co., Ltd., a famous firm of motor-cycle manufacturers. He had graduated to this position from the status of an ordinary mechanic. He failed in the Junior race on the previous Monday, when a maladjustment of his carburettor caused an exhaust valve to burn. He was thus doubly eager to acquit himself well in the senior race on the Friday. When he stopped at his pit after several fast laps to replenish his tank he received information that he was running second behind two men who were a few seconds faster up to that point. The leader was several minutes ahead; but nobody expected the leader to last the course—in fact, he crashed very shortly after Hicks and was lucky to

emerge alive from a terrible fall. Hicks was already using every atom of his available speed and power on the straight section of this very dangerous course, and could only gain additional speed by facing extreme risks on the corners. He elected to face the risk, and was killed. In other words, he gambled his neck against, perhaps, £1,000 in immediate cash and the value to his career of the victory which he might have won; and he lost his gamble. These circumstances closely resemble those under which several motor-racing men annually sacrifice their lives. They are circumstances which automatically raise the question whether motor-racing is any longer justifiable.

The Racing Factories.

The answer in terms of pure morality depends very much on how the question is phrased. We should all agree that no man has a right to enlarge his business and fill his pockets by methods which probably involve the death of his employees. But the racing factories in actual practice are extremely anxious that their drivers shall not take such risks; the racing managers are profoundly moved when one of their men is killed, and many factories have raced for years without killing a man or even having one of their men seriously injured. The percentage of serious accidents to the number of drivers is fractional. No factory and no manager in actual practice regard themselves as facing such risks; and there are plenty of veteran racers and record-breakers who have never been hurt. The problem might be phrased quite differently. We might ask whether an individual is justified in risking his neck for money or fame. To this question most people would probably reply that a man's neck belongs to himself, and that if he is single he may gamble in this way if he is so inclined, but that if he is married he should first obtain his wife's consent to the gamble and see that full provision is made for his dependants if he is unfortunate.

No Unanimity.

The problem has not yet been phrased in its most fundamental aspect—namely, whether a man is justified in risking his life in the interests of science. Even here no unanimity can be obtained. The human race would be unanimous in

acclaiming a scientist who risked his life, and perhaps perished horribly, in experimenting with some new ray which might furnish a remedy for cancer. But men like Segrave and Hicks have died in the attempt to extend the data on which rapid transport is based. And it is far more difficult to argue that an increase in the speed of transport, whether by air, water, or road, is really vital to human welfare. All we can say is that the human race has become the victim of an irresistible passion for speed in its transport. Nothing but a radical revolution in human thought can prevent us from remaining the victims of this passion until we have plumbed its absolute limits.

Passion Shared.

Since all civilised races share this passion, it is hardly possible to condemn the men who inspire and direct research work devoted to that end or to pass laws which will hamper the experimenter in serving our common, if possibly illegitimate and absurd, passion. The individual flying pilot or motor-racing driver or speedboat helmsman may chance to be directed very largely by the hope of personal fame or the expectation of personal fortune, or may be executing a job which falls to his lot without any mental exploration of its precise significance and morality. But the governing fact is that all civilised nations are entangled in a quest for high-speed transport, which has momentarily or permanently become vastly important under the present conditions of social organisation. It is as essential to national prosperity in peace as it is completely indispensable in war. And it automatically claims a small but steady toll of human life amongst the engineers who serve the various nations in their quest. Segrave and Hicks are therefore in essence as much martyrs to the cause of science as if they had met their deaths in laboratories consecrated to research work in connection with cancer or sleeping sickness.

"Safety First."

Psychologically there is no question that a certain percentage of our younger and more adventurous men (and even women) are lured by the gospel of "Safety first." No matter how carefully we might succeed in closing a number of roads which lead to sudden death, they would soon devise other perilous pastimes and professions. —G. B. in Manchester Guardian.

NEW ZEALAND GIRL SWIMMER.

Attempt on Channel
This Month.

CANNOT FLOAT!

The following appeared in the Evening News in mail week, with reference to Miss Lily Coppelstone, the New Zealand swimmer.

Miss Lily Coppelstone, New Zealand's champion long-distance swimmer, is making her attempt this month: there is no prettier or more attractive girl who has ever made an attempt on the ungalant Channel.

She is slim and dainty and but for the look of athletic fitness which radiates from her, no one would suspect for a moment she could attempt such a tremendous physical feat as the conquering of the Channel. When I saw her today she told me laughingly that she actually had to swim a part of the way from New Zealand, writes an Evening News correspondent.

"Our ship called at Malta," she said, "and a boy and I thought we would go for a swim. We jumped over the side, but no sooner had I struck the water than I realised this ship was still moving. Then we realised that the only thing to do was to swim to the shore—a mile or two away. Well, we got ashore, ran through the dock district in our bathing costumes, and then swam out to where the ship had stopped."

"We climbed up a ladder on the side of the ship, and then had to go before the captain and be scolded for going ashore before being passed by the medical officers. He did scold us—but he was very nice about it. After all, we had only

intended to have a little swim round while the ship was anchored."

Then I asked her about her attempt on the Channel.

"Well," she said, "with us in New Zealand, the swimming of the Channel is the great achievement of a swimmer's life. So I am going to do some smaller swims like the Firth of Forth and then go down and do my best in the Channel."

There is a curious gap in the qualifications of this brilliant swimmer. She cannot float!

"That is all there is to be said about it," she told me. "I swam for forty hours in Sydney once, but while others were floating I had to swim about gently all the time. There is quite a number of swimmers who cannot float."

I asked Miss Coppelstone how she thought girls compared with men as swimmers.

"I think," she said smilingly, "that girls are nearly as good as men because they can stand the cold better and also because men are inclined to be alarmed by a pain that a woman would not notice. Just look at a man when he has a cold in the head—he looks and feels as if he is going to die! Girls take a cold for granted. The same thing happens in the water when a bad attack of cramp comes on." Then she said good-bye. "I must go now," she said "and get a swim in one of the London baths."

Ten golden years—from 20 to 30—form approximately the life span of the Wimbledon "star." Then, only too often, he or she passes out altogether, or declines to second magnitude. We in Britain are happy. We have youngsters, innumerable who, before long, will be pressing hard on the heels of the best of us "over 21's." —R. J. Perry.

TORONTO SPORTS VENTURE.

Construction Now to
Proceed.

LARGE ARENA.

Construction is to proceed immediately with the very large sports arena which the Maple Leaf Gardens, Limited, is providing for Toronto fans of hockey and other indoor sports. It was announced a few months ago that the directors of the Maple Leaf Hockey Club intended proceeding with plans for a new arena and the general contract for construction has now been awarded to Thomson Brothers, Limited, Toronto contractors, at a price understood to be approximately \$990,000. The arena plans are by Ross and MacDonald, architects of Toronto, and call for a steel and stone structure.

The new Toronto sports centre will be erected at the north-west corner of Carlton and Church streets. It will have a frontage of 350 feet on Carlton Street and of 282 feet on Church Street. The seating capacity is to be between 18,500 and 20,000, and the large auditorium building will have stores on all frontages.

NAUTILUS ON THE WAY.

Tromsø, Yesterday. The submarine "Nautilus" was reported this morning to be steadily progressing northward. There has been no mishap since the resumption of this journey yesterday afternoon, when the engines temporarily broke down. —Reuter.

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HONG KONG SHANGHAI MANILA

Overland China Mail.

A WHOLE WEEK'S NEWSPAPERS IN ONE.

Chapters in the "extremely stormy" history of the Sze Yap Steamship Company, registered in Hong Kong, were unfolded in the course of a hearing before the Full Court of Appeal. The appeal was against an injunction granted in the lower Court against certain persons continuing to act as directors of the company. Litigation followed what counsel described as a "series of rows" amongst shareholders, culminating in a stormy and much-disputed meeting. Full reports appear in the OVERLAND CHINA MAIL.

The complete story of the trials experienced in laying the 110-mile cable for the telephone service between Hong Kong and Canton is also contained in the OVERLAND CHINA MAIL. The work was done at a cost of £250,000, and an early through service is promised.

Interesting evidence as to what were considered "necessary expenses" in connection with securing marine insurance business in the Colony were given when the public examination of a chief Chinese clerk was conducted in the Bankruptcy Court. The Official Receiver queried some of the incidentals, alleging that the debtor had paid little attention to the rights of his creditors. The OVERLAND CHINA MAIL reproduces the hearing in full.

A full statement, for public perusal, has been issued by the Indo-China Steamship Company, giving details of the negotiations between the Company and the Marine Officers' and Engineers' Guilds of China on the subject of the basis of wages payment. The statement traces the history of the discussion from its beginning, and is given in its entirety in the OVERLAND CHINA MAIL.

The OVERLAND CHINA MAIL also contains the gist of an interesting address on the work of the Salvation Army, given by Miss Rains before the Rotarians of Hong Kong.

The typhoon over the China Coast recently, was responsible, it is thought, for the driving ashore of the Indo-China S.S. Co's vessel Waishang. The OVERLAND CHINA MAIL gives details, together with the notice of the despatch of one of H.M. destroyers to the scene.

There is no phase of the life of the Colony or of China that does not receive attention in the OVERLAND CHINA MAIL—the weekly paper that YOU MUST ORDER NOW.

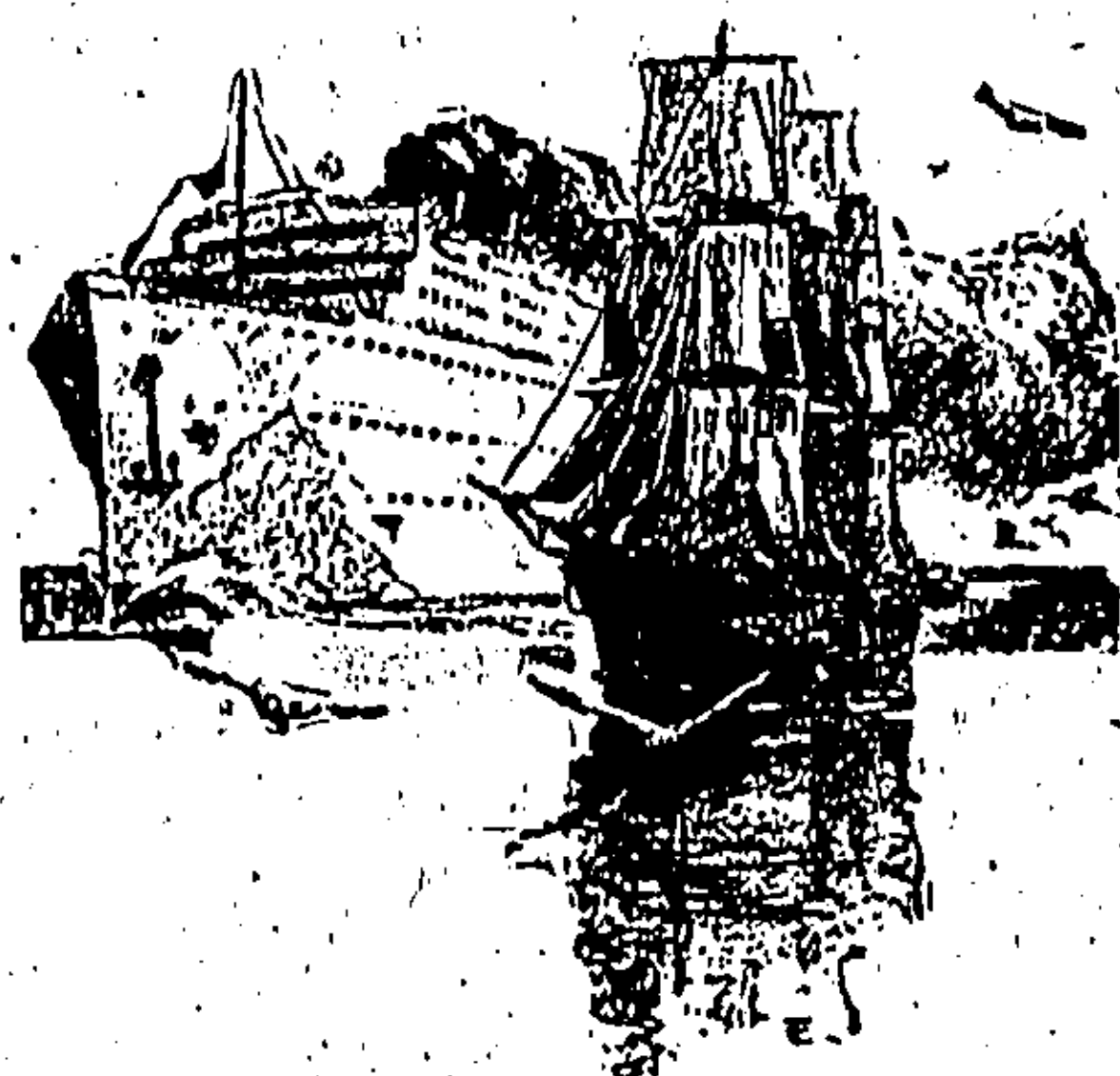
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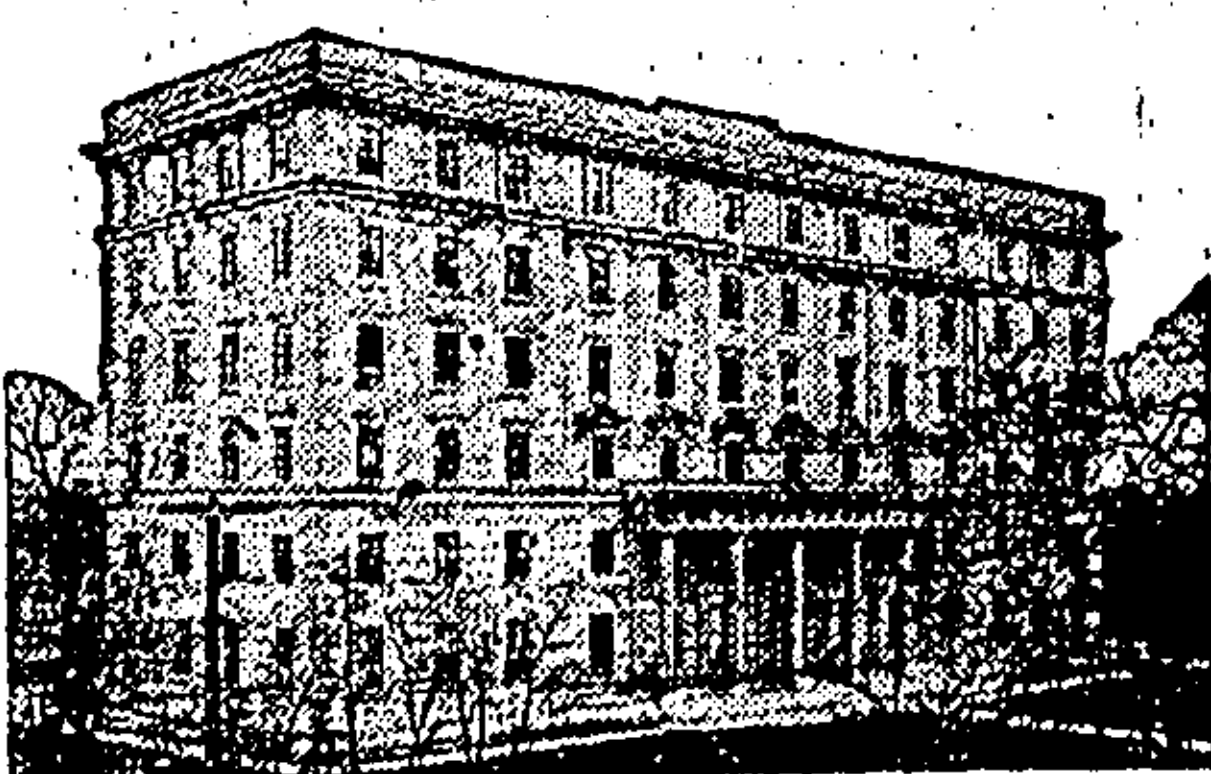
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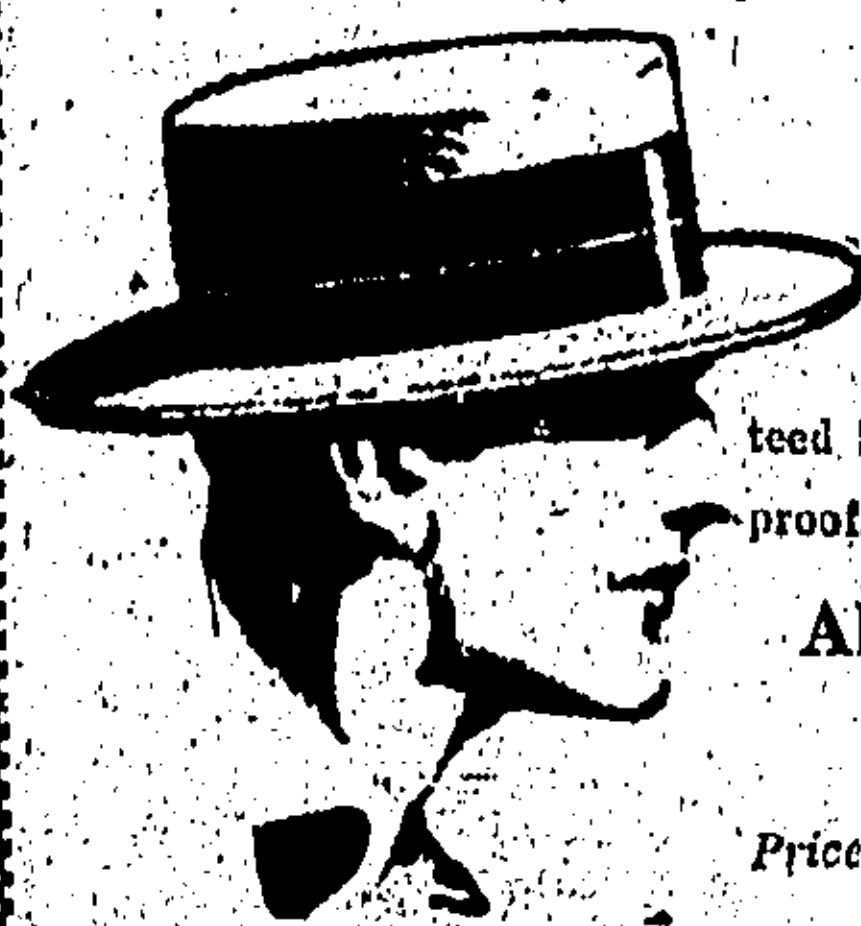
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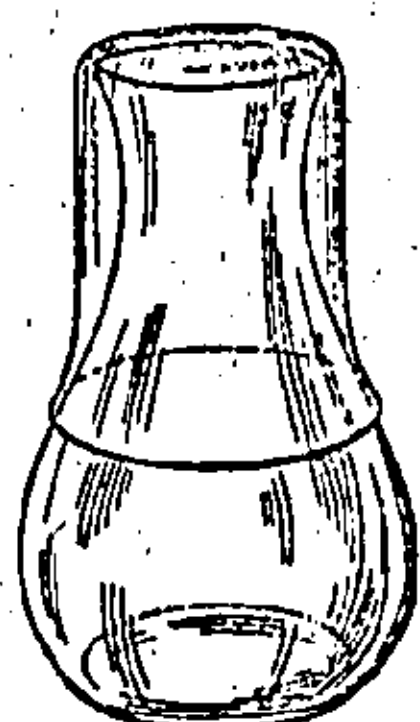
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The China Mail

Hong Kong, Thursday, Aug. 13, 1931.

Telling the Worse!

Private advices from Germany received in the Colony yesterday confirm in every particular the financial and economic crisis with which the country is faced. Whilst the Government has laid its cards on the table in full view of the other Powers, it has at the same time taken its own people fully into its confidence and told them the worst that might happen in order that they may be prepared for the worst.

There has been no effort to burke the issue by publishing only half truths or by seeking to suppress anything that might in normal circumstances be considered prejudicial to the good name and credit of the country. The services of the Press have been utilised to bring home to the people the full gravity of the situation. In the result there has been no panic and no undue anxiety among the German people as a whole. They have been wisely told plain and bald, if unpalatable, facts. This confidence reposed in the people by the Government has begotten confidence.

According to the private advices mentioned above there was in mail week not the slightest suspicion of mistrust in the Government and its financial experts. Cables received and published in the Colony since disclose that that mutual confidence has not been misplaced. Only yesterday the news was released that the seven-Power Committee of experts had reached a complete agreement in regard to the moratorium plan to give Germany a breathing space of one year at last.

If the moratorium plan had failed and if the German people had been kept in ignorance of the exact position, it is obvious that the internal plight of Germany to-day would have been precarious in the extreme. The Government would have been roundly rated for keeping back the whole truth and the plebiscite on the dissolution of the Prussian Government would have been carried by an overwhelming majority

in spite of the newspapers being forced to publish an anti-plebiscite manifesto. The Government are not only the stewards of the people. They are their financial and economic physicians. It is their duty to tell the worst and prescribe accordingly, no matter how unpalatable the dose. Other nations faced with a similar crisis could well take a leaf out of Germany's book.

Mail Commentary.

Wake Up Britons!
According to the Canton Gazette, \$1,000,000, which are to be spent on new third-class coaches for the Canton-Kowloon Railway, will dribble through Hong Kong to America. Why not to Britain?

Nerves.
The report issued recently by the Industrial Health Research Board on the subject of noise and a statement that the speakers at the Peace Demonstration in the Albert Hall suffered severely from the glare of huge arc lights used while making a talking film bring to our mind again the question of stresses in modern life.

It is a common allegation levelled against us by an older generation that we who live in cities are "soft" and not made of the stuff which stood up easily to winter cold and summer heat, and tackled as easily heavy, muscle-racking tasks in the country.

But the difference is just this: a night's sound sleep in clean country air can go a long way toward curing an aching back or arms after a long day of heavy work. To these physical stresses we who live in cities are generally immune, but what is not usually granted is that we are exposed to stresses of a much more insidious kind, such as noise and—on overcast days—artificial light. The former has ruined many a nervous system; but one seems to get "acclimatised" much more easily than with light from which there is very escape.

Perhaps the day is approaching when we will build up a resistance to these things in the same way as the country man has with his particular stresses. At all events, a different reaction to different conditions does not of necessity stamp us a degenerate race.

News in Brief.

The quarantine restrictions imposed against arrivals from Peking on account of plague have been removed.

Twenty-three million people are said to be homeless, and on the verge of starvation owing to the flooding of the Yangtze. Over 10,000 people have lost their lives and 4,000,000 houses and business premises destroyed.

Suspected of having taken an overdose of lysol, a woman, Tang Ngan-ping (24), of 49 Tung Street, died on her way to the Government Civil Hospital.

The Canton Electric Light & Power Company, on and from August 15, will once more be a private enterprise. It was in such a bad way a year or so ago, that the National Government had to take it over.

At an inquest at the Central Magistracy yesterday, the jury could find no reason why Lam Mui, aged 14 years, should have committed suicide at 33, Centre Street, on July 26. They returned a verdict to that effect.

Wong Kai-sang, who is charged with stealing a wallet from a Canton student, Wallace Wong, at the Star Ferry Wharf failed to appear at the Kowloon Magistracy, yesterday. His Worship granted the bail of \$500 and issued a warrant for his arrest.

Thirteen well-to-do Chinese, appeared before Mr. Williams, at the Central Magistracy yesterday afternoon, charged with gambling. Ten others who did not appear forfeited a bail of \$10 each. After Sergeant Fitches had given evidence, the case was adjourned until Monday.

From Yaumati comes a report that a man, Yam Cheung-wah (22), described as a contractor's foreman, of 86 Temple Street, in an alleged attempt to commit suicide took an overdose of opium tablets. He was attended to by a doctor who ordered his removal to the Kwong Wah Hospital.

Dr. C. C. Wu, who has been appointed President of the Supreme Court in Canton, is on his way from the U.S.A., where he has been Chinese Minister. He expects to be in Canton by the end of August, and preparations are now on foot for the formal inauguration of the Court soon after his arrival.

Appropos recent correspondence in the Press the following forecast for August 13, 1931, was published in the China Mail a year ago to-day:—"The Government has decided to appoint a Librarian of long experience of Carnegie Libraries at Home to take over the duties at the City Hall Library."—There now remains only nine years for the forecast to be confirmed!

SENSATIONAL ROBBERY.

\$5,784 Lifted from Safe.

A sensational robbery was reported to-day.
Lam Ting-gun, a money changer at 72, Connaught Road Central, reported that between 8.30 p.m. on Tuesday and 7 a.m. yesterday some person stole \$5,784.73 from a safe.

The shop was, at the time, occupied by the accountant and a number of foks. The accountant states that he slept under the safe, and was in possession of a duplicate key. When he woke up, he found that the safe had been rifled, but that his key which he had placed on a box beside him was still there.

BRITISH FAIR.

Publicity Campaign Starts.

GOOD PROSPECTS.

Rugby, Yesterday.
A great publicity campaign, in connection with the British Industries Fair which is to be held next February in London and Birmingham, is about to be launched. The organisers are very pleased at the fact that in spite of trade depression 220,000 square feet out of 800,000 available at Olympia have already been booked.

At the White City, where the entire British Textile Industry will be represented, exhibits will cover 100,000 square feet, while in Birmingham the heavy industries will cover 250,000 square feet. In London the furniture section is already 25 per cent. larger than at the last fair, and the toys and games section also is increasing—British Wireless Service.

If you feel an insect bite, don't scratch the wound—Sir Malcolm Watson.

RUSSO-ASIATIC BANK.

Appeal by Shanghai Creditors.

HEARING TO-MORROW.

A case due to come before the Full Court of Appeal this morning was adjourned until 11 a.m. to-morrow on the application of Mr. H. G. Sheldon, who will appear for the appellants.

The appeal is against a decision of the Chief Justice, Sir Joseph Kemp, K.C., of May 8 last. Appellants are the Bank of Chosen, the Bank of Taiwan, the Mercantile Bank of India, the Mitsubishi Bank, S. Matsumoto, the Nederlandsche-Indische Handelsbank, the Sumitomo Bank, Tse Fong, Yung Yue-fah, Yuen Kong, J. L. de Zutter, and the Italian Bank for China, all Shanghai creditors of the Russo-Asiatic Bank.

Preferential Order Asked.

The appeal asks for an order that the above-named creditors of the Russo-Asiatic Bank are entitled to a preferential payment in the Hong Kong liquidation of the above-named banking company, as against other creditors, and out of the Hong Kong assets. Alternatively, they ask for any other order made in the premises as the Court may deem just. Costs of the action are also asked.

Mr. H. G. Sheldon, for appellants, is instructed by Messrs. Deacons. Mr. F. C. Jenkin is to appear for the Official Receiver of Hong Kong, liquidator of the Bank. The solicitors are Messrs. Johnson, Stokes & Master.

Legal Adviser Delayed.

In explaining the circumstances to the Court, Mr. Sheldon said that the hearing had been scheduled for this morning, immediately after the conclusion of the hearing of the Sze Yap appeal. However, it had been found only the day before yesterday that the legal adviser to the Shanghai Chinese liquidators of the Bank, Mr. Yavdinsky, who had intended to be present at the opening, for some unforeseen reason could not take the boat he had wished.

Mr. Yavdinsky had cabled the facts, and was due to arrive at daylight to-morrow. He asked that the hearing be put over until to-morrow. The decision, of course, was entirely at their Lordships' pleasure.

The President, Sir Peter Grain, intimated that he was of opinion that the adjournment might be granted. He asked if 11 a.m. would be suitable.

Mr. Sheldon said that his part of the proceedings would be very short, only a few minutes in fact.

Liquidator's Objection.

Mr. F. C. Jenkin said that if the Court decided that the adjournment should be granted, there was nothing more to say. But he had been instructed by the Official Receiver of Hong Kong, the Bank's liquidator, to oppose any adjournment, even until to-morrow morning. However, the matter rested with the Court.

The President: I think we ought to grant the adjournment.

CUPID WINS.

Marriage Postpones A Law Case.

When an application was made to Mr. Justice Swift in the King's Bench Division to postpone the hearing of an action, it was stated that one of the principal witnesses for the plaintiff was to be married the next day.

It was intended to take his evidence on commission, said counsel, as on no account would he change his plans.

His Lordship: Do you mean to say he will not obey the subpoena of the court?

"He says it will mean a big financial loss if he postpones the wedding," explained counsel.

It was stated that the defendant in the action is an Italian.

"Well," commented Mr. Justice Swift, "being an Italian he ought to have more sympathy with the demands of cupid than a Briton has." (Laughter.)

"You had better take this witness's evidence to-night," added his Lordship, "as I expect his brain will be in a complete state of bewilderment from to-morrow."

The judge stated that the case would not be in the list on the wedding day, and added, "Now go and be happy ever after." (Laughter.)

SZE YAP COMPANY APPEAL.

Judgment Reserved by Full Court.

CLOSING STAGES.

Judgment was reserved by Their Lordships in the Full Court of Appeal this morning in the hearing in which ex-directors of the Sze Yap Steamship Company, appealed against a decision of Mr. Justice Wood granting an injunction to requisitionists, shareholders in the Company, restraining defendants from continuing to act in any directorial capacity.

Mr. Jenkin concluded his reply to points raised by counsel for respondents from the evidence given for the defence by Mr. Leo d'Almada, and others. Mr. d'Almada had said that a man proposed that the meeting should not proceed with any resolutions except two. They were put to the meeting—by the Chairman, and carried with no opposition. The Chairman, before the meeting asked if there were any other business. There was no reply, so the meeting was closed.

Later it was given in his evidence that a few shareholders wanted the eight resolutions discussed. A vote was taken whether to consider two or eight resolutions. The meeting favoured discussing two only. The Chairman, in the course of his evidence, said that the shareholders indicated there was no need to discuss the eight resolutions. The two as regards chartering and dividends were the only necessary ones.

A Mr. Wong had spoken in the box as to suggesting that the discussion be confined to the two questions of charter and dividend. The suggestion was proposed, seconded, and passed without dissent.

Mr. Jenkin submitted that it was not possible to reject this evidence, and to say that the vote carried did not involve the shelving of the eight resolutions scheduled for discussion.

Up To The Meeting!
Two further points made by Mr. Jenkin were that if the meeting had wanted to discuss the eight resolutions they could have done so. But 75 per cent. of them left the meeting with Mr. Li Yu-tong. The dispersal was quite peaceful.

Secondly, if there had actually been a majority for the eight resolutions being discussed, they could have enforced their will on the meeting somehow.

On another point, counsel contended that the meeting had been fairly conducted.

MOTOR CAR VICTIM? Aged Chinese Found Injured.

Found sitting in the middle of Stubbs Road, near Sui Fai Terrace, at 1.30 o'clock this morning by Mr. C. S. Rosseter a man named So Kam, aged 70 years, was sent to the Government Civil Hospital. Upon examination it was found that he was suffering from injuries to his head and a fracture of the right arm.

It is presumed that he was knocked down by a motor car.

Ten Years Ago.

[From the "China Mail" of August 13, 1921.]
To-day's dollar is worth 2/8 1/2.

In regard to the forthcoming interport swimming contest with Shanghai, it appears that Shanghai is experiencing some difficulty in forming a team, but there is no doubt that the Northern port will be represented. Hong Kong will not be at its strongest owing to the absence of Messrs. T. Logan and D. Lyon, but is prepared for a big struggle and the Hon. Sec., Mr. R. C. Wittichell, feels confident that our swimmers will give a good account of themselves. The team has not yet been chosen, but swimmers like J. R. Johnstone, G. Jack and D. Laing are sure to be included. In water polo Hong Kong is at its strongest, and Shanghai will have to play a good game to defeat the locals.

FATHER AND SON DROWNED.

Washed Off Rocks in Long Bay.

DANGEROUS SPOT.

Jolong Rocks, Long Bay, it is believed, claimed two more victims yesterday (June 27) bringing the total up to 12, says The Sun of Sydney. Now the police are moving to have the rocks blown up, as they regard them as a public danger. Men who have fished there for years, however, say they will resist the effort of the police in that direction.

Thomas Patrick Gleeson, 42, famous Rugby League player in Australia and England some years ago, and his son, Martin Gleeson, aged 12, of Botany Road, South Kensington, are believed to have been drowned there.

Father and son arrived at Jolong about 9 a.m., and climbed 100 feet down the rocks to a huge slab known as "the honeycomb." The father commenced to fish, but it is thought that the boy was merely playing about the edge of the rocks, perhaps catching bait, for his rod had not been assembled.

When Albert Rich, of Smith Street, Botany, Leslie Burton, and Mrs. Burton, of Bay Street, Botany, and Cecil Hurley, also of Bay Street, arrived, shortly after 10 a.m., they found the clothes and fishing tackle of the father and son on the rocks.

Shock For Friend.

Lying beside the clothing was a large fish, which had been caught only a few minutes earlier. The three men searched for Gleeson and his son, but could not find them, and shortly afterwards William Charles Bruce, Gleeson's friend, arrived to join his mate at fishing. He was overcome with shock when told that father and son were missing.

Constable Ryan (Long Bay), and others searched all day for the bodies, but could find no trace of them.

Deadly "Blowhole."

Jolong Rocks occupy an area of about 300 yards. At the base is a huge slab, which runs about 50 yards to the sea. A very deep cave, or "blowhole," runs beneath the cliffs, and it is estimated that eight or 10 bodies have become permanently wedged in there. Few of the rocks' victims have ever been found.

The northern side of the rocks, where best fishing is available, is very dangerous, for huge waves wash on to it from the rear, and catch an unsuspecting fisherman unawares. Constable Ryan believes this happened to Gleeson's son, and that the father perished while trying to save him.

Rich, Burton and Hurley consider that the rocks are safe to fishermen who know them.

"We would not like to see them blown up," said Hurley. "People who are not accustomed to fishing there should remain away."

Gleeson was formerly a member of the Glebe Club, and later went to England, where he joined the Huddersfield and York clubs.

MR. W. McLEAN.

Sudden Death In Hospital.

WELL-KNOWN FIGURE.

The China Mail regrets to record the death of Mr. William McLean, late chief engineer of the river steamer s.s. Anjou, and formerly connected with the China Merchants Steamship Company. Mr. McLean who died suddenly on Monday, was well-known amongst shipping men on the China Coast.

News of the death came as a painful shock to his friends. Although he had not been well for a day or two, his condition only became serious on Monday afternoon, when about three o'clock he was removed to the Government Civil Hospital, where he died about nine o'clock the same evening.

Mr. McLean, who was 50 years old, was a native of Kilmarnock, and leaves a mother and sister at home to mourn his loss. Cause of death was attributed to heart trouble.

The funeral took place on Tuesday evening, at Happy Valley, the Revd. G. T. Widdowson, M.A., conducting the service at the graveside. Many old shipmates and other friends attended to pay their last respects, and Capt. T. T. Laurence, D.S.O., was present as representative of the China Coast Officers' Guild, and Marine Engineers' Guild of China.

ROUND THE LOCAL CINEMAS.

Reviews from Official Sources.

"SINS OF THE CHILDREN."

One of the stage's oldest celebrities, and one of the stage's youngest playwrights, appear together in Metro-Goldwyn-Mayer's "Sins of the Children," which will open to-day at the Queen's Theatre.

Louis Mann, for many years a star on Broadway, plays the principal character role. Elliott Nugent, who with his father J. C. Nugent wrote "Kempsey," "The Meal Hound" and other plays, appears as Mann's son.

Sam Wood directed the new picture, which is a dramatic story of American family life. The cast includes Leila Hyams, Robert Montgomery, Francis X. Bushman, Jun. Mary Moran, Lee Kohlmar, Clara Blandick, and Robert McWade.

"THE SILENT ENEMY."

Back from Northern Ontario, William D. Burden and William C. Chanler have brought a stirring story in motion pictures of the life of the Ojibway Indians as they were before advent of the white men. Not only is the picture a realistic picture of Indian life, it is a romantic story filled with the thrills, love customs, dangers and interesting superstitions of the first inhabitants of the American continent. The picture is called "The Silent Enemy."

The story is so much more than the customary travel picture made in the wilderness, in its dramatic narrative of the struggle of a primitive people to survive, that it was taken over by Paramount. It is to be shown at the Central Theatre, starting to-day.

"SCOTLAND YARD."

Could a woman ever be mistaken in the identity of her husband? Modern plastic surgeons reply that she could.

This theme is strikingly presented in "Scotland Yard," Fox Movie-tone drama in which Edmund Lowe portrays two roles, now to be seen at the King's Theatre.

In directing this picture, William K. Howard had one of the most novel, yet at the same time most dramatic plots ever brought to the audible screen. The story deals with the efforts of a criminal to regain his lost place in decent society through the love of a faithful wife who accepts him as her lawful husband.

This tense situation is brought about when Lowe—as "Dakin Barrolles," the most famous bank robber in England, forces himself into Sir John Lasher's honeymoon with Xandra, portrayed by John Bennett. He steals a locket containing her picture and that of Sir John.

Later, Sir John is reported missing. Meantime, Barrolles, the bandit, is wounded and taken to the base hospital unconscious. There, the surgeon rebuilds his face to the likeness of the one he finds in the locket, which is that of Sir John Lasher.

Scotland Yard detectives trace Barrolles to the hospital, but are amazed to find their man to be Sir John Lasher. They notify Xandra that her husband is safe.

Barrolles realises that if he makes known the deception that has been forced upon him he will have to give himself up to Scotland Yard. If he remains as Sir John Lasher he will deceive the woman who trusts him and whom he has leashed to love.

What shall he do? The answer disclosed in the picture composes what is undoubtedly the most logical solution that could be found for such a gripping human interest problem.

"ABRAHAM LINCOLN"

The thunderous gallop of charging cavalrymen and the roar of cannon and shrieking shells help the audible recreation of Sheridan's ride to victory in battlefield scenes of "Abraham Lincoln," D. W. Griffith's all-dialogue spectacle at the Queen's Theatre.

All of the sensational war "shots" of this romance of the Emancipator's life made for United Artists were photographed and microphoned in the green pasture lands of Northern California.

Though the battle scenes take up but a small part of the whole picture, Griffith has employed them together with various allegorical

devices, as effective expedients in symbolising Lincoln's official and personal victory after five and a half years in the White House.

"THE STORM."

Lupe Velez has suddenly decided that stunting in a cold climate is not what it is cracked up to be.

In making her latest picture, "The Storm," which is coming to the Central Theatre soon, Universal told her that a double would be used in filming the canoe scenes on location in the High Sierras. In a great dudgion she informed the director that she would permit no one to double for her.

"You think I'm a coward, so? I will show you. Everything I will do myself." In vain they explained that they weren't trying to intimidate that she lacked courage, but that it was silly to take risks, doubly so because it was too cold. In the event of a mishap she would be thrown into icy waters. Because she wasn't much of a swimmer, an accident would turn into a calamity in those swift moving rapids.

Lupe finally had her way. The scene was shot with Lupe in a bobbing canoe, shooting the rapids. Luck was with them. There was no accident. When Lupe was back on firm ground, the director asked her how it felt.

"You know what was the matter with me? I was plain fool. I was a coward NOT to be afraid. So much quick water. And me—I'm no salmon. So, Next time I do something silly like that, you spank me—plenty—eh?"—gravelly—she shook hands with director William Wyler, who had spent a bad half hour worrying about his star and having to direct at the same time.

"DON'T BET ON WOMEN."

If the list of film heroines to whom Edmund Lowe has, at one time or another, been husband, sweetheart, or lover were made up, it would read like a "Who's Who" of filmland. Yet he always manages to impart something original and different to his interpretation of the role depending on the nature and temperament of the leading lady.

For example, in "Don't Bet On Women," his latest Fox Movie-tone in which he is featured with Jeanette MacDonald, coming to the King's Theatre next; he plays the role of a cynical bachelor whose motto in life is that "all women are bad."

Miss MacDonald as the wife of Roland Young makes it her business to prove that all women are not so bad especially after she finds out that her husband has forced a ten thousand dollar bet on Lowe that he cannot kiss her within forty-eight hours. She makes it a bad forty-eight hours for both!—Thus—in—previous—pictures where his heroines are concerned Lowe was very much on the offensive; in this case Miss MacDonald has him decidedly on the defensive.

"This is something different for me," Lowe remarked during the filming of the picture. "You know I've been a married man for a long time and my real attitude toward women is very different from my attitude required by the role I play." However, in the picture he has ample opportunity to suffer a change of heart.

Heading the supporting cast are such well known players as Roland Young, Helene Millard, J. M. Kerrigan, Una Merkel, and Henry Kolker. William K. Howard directed the production, which is an adaptation by Lynn Starling and Leon Gordon of William Anthony McGuire's original story, "All Women Are Bad."

IRISH FEUD.

Orangemen and Roman Catholics.

SERIOUS PHASE.

London, Yesterday.

The simmering feud between Orangemen and Roman Catholics is threatening to break out into open violence in County Cavan.

Catholics last night blew up a railway bridge and interrupted the traffic with the object of preventing an assembly of the Royal Black Preceptory of Orangemen at Cootehill.

To-day, military and Civil Guards were drafted to the district. The authorities are persuading the Orangemen to abandon their meeting in order to forestall serious developments. Alternatively, the meeting is expected to be prohibited.—Reuter.

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 355 metres:

6-8 p.m.—European Programme of Victor & H.M.V. Records kindly supplied by Messrs. S. Moutrie & Co.

6-6.28 p.m.—Band Selections.
Sulic Francaise (Foulds).
The Band of H.M. Coldstream Guards (B2761-2).
The Bells of St. Mark (Kimmer).
Semper Fidelis March (Sousa).
The Band of H.M. Coldstream Guards (B2647).

Chal Romano Overture (Kotelbey).
The Band of H.M. Coldstream Guards (B2568).

6.28-6.49 p.m.—Organ Solos.
Poem (Fibich).
An Autumn Serenade (Becco).
Reginald Fort (B2388).

Schon Rosmarin (Kreiser).
A Brown Bird Singing (Haydn Wood).
Reginald Fort (B2604).
Valse Mystereuse (Mozart).
Souvenir di Valentino (Wood).
Arthur Meale (B3000).

6.49-7.29 p.m.—Variety.

So Tired.
Out in the New Mawn Hay,
Ann Penn (Comedienne) (B2653).

Orchestral—
You're Just a Lover.
Two Little, Blue Little Eyes,
Rudy Vallee & His Connecticut Yankees (B2379).

Song—
Now You're in My Arms,
If You Should Ever Need Me,
Gene Austin, Tenor (B2687).

Orchestral—
Maria, My Own,
Siboney.
Alfredo Brito & His Siboney Orchestra (B2685).

Song—
By the River Sainte Marie,
Beautiful Love,
Lewis James, Tenor (B2685).

7.29-8 p.m.—Plate Four Solos.
Etudes Op. 10 (Chopin).
Played by Wilhelm Backhaus (M-43).

8 p.m.—Local Time & Weather Report.

8.03-10.30 p.m.—Chinese Studio Concert.

10.33 p.m.—Close Down.

CUBAN REVOLT.

Both Sides Claim Victories.

REBEL LEADER KILLED.

Havana, Yesterday.

Both the Government forces and the rebels claim victories in clashes in the interior.

Particulars state that in an engagement in the province of Pinar del Rio, General Francisco Peraza, the local rebel leader, and fourteen adherents, were killed, and nineteen wounded.

On the contrary, it is also reported that 300 rebels raided the city of Santa Clara and killed 30 and wounded 25 of the Federalists before retiring.—Reuter's American Service.

SILVER PROBLEM.

Senator Pittman's Intention.

CONFERENCE SUGGESTED.

San Francisco, Yesterday.

On his return from the Far East, where he has been studying the silver question Senator Pittman announces that he intends to renew his campaign for an international silver conference.

He will submit a resolution to the Senate requesting President Hoover to take the initiative.—Reuter's American Service.

SYDNEY CYCLONE.

Four Persons Killed in Heavy Storm.

Sydney, July 6.

To add to the political and economic troubles of New South Wales its capital Sydney was to-day visited by a violent cyclone which extensively damaged suburban shops, residences and orchards.

Four persons lost their lives and a number of ships in the harbour dragged their anchors.

Rain, which shows no sign of abating, fell to a depth of five inches in eighteen hours.

NEWS IN ADVTs.

A woman inspector is required by the Society for the Protection of Children.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL.

Entertainments:
To-day—King's Theatre;
"Scotland Yard." Theatre;
To-day—Queen's Theatre;
"Sins of the Children." Theatre;
To-day—Central Theatre;
"The Silent Enemy." Theatre;
To-day—Majestic Theatre;
"The Flying Fool." Theatre;
To-day—World Theatre;
"The Fairy Sisters." Theatre;
To-day—Star Theatre;
"Redemption."

Home Malls.
To-day—Inward from Europe via Suez (Cathay).
To-morrow—Inward from Europe via Siberia (Rajputana); Outward for Europe via Siberia (Cathay) 8.30 a.m.

Sports.
See Sports Diary on Page 4.

Meeting.
To-day—British Legion, Jardine's

Board Room, 5.15 p.m.

To-morrow—Hong Kong Football Club, at Chamber of Commerce, 5.30 p.m.

Lammerts' Auctions.

To-morrow—At Sales Room, radio and electrical goods, 20 cases green peas, 11 a.m.

Monday—16 Queen's Road (Taiping Building), marble statues, busts and pedestals, 2.30 p.m.

Wednesday—"Palace Store," 23, Nathan Road, Kowloon, Stock-in-trade, 11 a.m.

Miscellaneous.

August 17—Regimental Band Concert in Botanical Gardens, 9.15 p.m.

CRAMER MISSING.

Overdue for Several Days.

ANOTHER ATTEMPT.

Copenhagen, Yesterday.

The most elaborate searches have failed to discover the American airman Cramer, who has been missing for several days.

The President of the Trans-American Airline Corporation announces the selection of the American airman Preston to renew the attempt at an America-Europe flight via Greenland and Denmark.—Reuter.

[A Copenhagen message of August 9 stated:—

Anxiety is felt for the safety of Mr. Parker Cramer, the American airman, who is engaged on a survey flight from the United States to Europe. Mr. Cramer was due at Copenhagen at noon to-day from Lerwick, in the Shetland Islands, where he took refuge from storms. He left the Shetlands early this morning and is now nearly ten hours overdue.

No information whatsoever has been received regarding his whereabouts, and anxiety is keener in view of the fact that his machine has been in trouble on several occasions in the course of his flight across the Atlantic. The distance between Lerwick and Copenhagen is roughly five hundred miles, but at no point on the journey would the aviator be more than two hundred miles from land.]

COLLEGE BOY.

Send for Trial for Attempted Murder.

BOMBAY GOVERNOR.

Poona, Yesterday.

V. B. Cogate, a student at Ferguson College, has been committed for trial on charges of attempted murder and breaches of the arms law, in connection with the attempt on Sir John Hotson's life on July 22.—Reuter.

[A Poona message of July 22 stated: A student fired two shots at Sir J. Hotson, the Acting Governor of Bombay, while he was inspecting Ferguson College. He was unhurt and himself overpowered his assailant. It was later disclosed that Sir J. Hotson had a miraculous escape, as one bullet penetrated his coat just above the heart, and was stopped by the metal stud of his pocket book. The second bullet went wide. The attempt was made as the Acting Governor was entering the college reading room. The student was immediately taken into custody and a second revolver, fully loaded, was found in his possession.]

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Switch—A Musical Jig-Saw Regal Cine Orch. DX105
Overture—Light Cavalry Court Sym. Orch. DX42
Selection—Show of Shows Regal Cine Orch. DX15
Waltz—Missouri Waltz Eddie Thomas' Orch. DX67
March—Marche Militaire Grenadier Guards Band. 9919
Selection—Ballet Egyptian Paris Sym. Orch. 9566-7
Piccolo Duet—Fluttering Birds Bournemouth Municipal Orch. 9471
National Anthem—God Save the King Grenadier Guards Band. 4882

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Published every evening except Sunday. Annual subscription, excluding postage abroad, H.K. \$36, payable in advance. Local delivery free.

The weekly edition of the "China Mail" published every Friday. Annual subscription, H.K. \$13 including postage \$19, payable in advance.

Published by The Newspaper Enterprise, Ltd. Printers & Publishers. No. 3A, WYNDHAM STREET, HONG KONG.

TELEPHONES—Business Office: 20022. Editorial Department: 24641. Cable Address:—Mail, Hong Kong.

All communications should be addressed to the Newspaper Enterprise, Ltd., to whom all remittances should be made payable.

London Offices:—S. H. Bywaters & Co., Ltd., 7, Garrick Street, London, W.C.2.

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NEW ADVERTISEMENTS.

HONG KONG SOCIETY FOR THE PROTECTION OF CHILDREN.

WANTED. For appointment September. One woman Inspector (Chinese), age not exceeding 35. Must hold qualification as trained nurse and be able to speak and write English. Terms: 3 months' probation. Salary \$100. On confirmation of appointment Salary \$150, made retrospective to first appointment. Candidates should apply, in own writing, with copies of testimonials, by August 22 to Hon. Secretary, H.K.S.P.C., Courts of Justice. Canvassing of members of Committee will disqualify.

GENERAL NOTICES.

NOTICE.

HAVING resigned from the position of Comptroller to Messrs. P. M. Pinquet and Company, I have severed my connection with that firm as from 25th July, 1931.

(Signed) HO SAI-MAN.

HONG KONG REALTY & TRUST COMPANY, LIMITED.

AN INTERIM DIVIDEND of 30 cents per Share has been declared payable on **TUESDAY, 1st September** next, on and after which date Dividend Warrants may be obtained upon application at the Registered Office of the Company, 2nd Floor, Exchange Building, Des Voeux Road, Central.

NOTICE IS HEREBY GIVEN that the REGISTER of MEMBERS of the Company will be CLOSED from **THURSDAY, 27th August** to **MONDAY, 31st August, 1931**, both days inclusive.

By Order of the Board,
C. F. V. RIBEIRO,
Acting Secretary.
Hong Kong, 5th August, 1931.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS AND SURVEYORS.
—Public Auctions—

THE Undersigned have received instructions to sell by Public Auction,

ON **FRIDAY, August 14, 1931**, commencing at 11 a.m., at their Sales Room, 4, Duddell Street.

A Quantity of **RADIO AND ELECTRICAL GOODS** and 20 Cases Green Peas. On View on Day of Sale. Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers
Hong Kong, August 12, 1931.

THE Undersigned have received instructions to sell by Public Auction

ON **MONDAY, August 17, 1931**, commencing at 2.30 p.m., at No. 16, Queen's Road, Taiping Building.
A Fine Collection of **MARBLE STATUES, BUSTS AND PEDESTALS.**
Catalogues will be issued. On View from Saturday, August 15, 1931.

Terms:—Cash on Delivery.
LAMMERT BROS., Auctioneers.
Hong Kong, August 12, 1931.

THE Undersigned have received instructions to sell by Public Auction

ON **WEDNESDAY, August 19, 1931**, commencing at 11 a.m., at "The Palace Store", Peking Building, No. 23, Nathan Road, Kowloon.

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LAMMERT BROS., Auctioneers.
Hong Kong, August 12, 1931.

POST OFFICE NOTICE.

POSTAL RATES.

Letters:—Local—3 cts. per oz.
China and Macao—4 cts. per oz.
British Empire (except via Siberia)—12 cts. per oz.
Foreign Countries and British Empire via Siberia—20 cts. first oz. and 10 cts. each succeeding oz.

Postcards:—Local, China and Macao—2 cts. each.
All other places—8 cts. each.
The Registration fee is in each case 20 cts.

List of ships expected to be in wireless communication with Hong Kong to-day are:—M.V. Saale, M.V. Java, Iyo Maru, Huichow, Tai-Poo Sek, Tjisalak, and Akita Maru.

INWARD MAILS.

THURSDAY, AUGUST 13.
Shanghai Sunning
FRIDAY, AUGUST 14.
Japan, Shanghai & Europe via Siberia (London, July 26) Rajputana
SATURDAY, AUGUST 15.
Shanghai and Swatow Sinkiang
U.S.A., Honolulu, Japan and Shanghai (San Francisco, July 23) Chichibu Maru
SUNDAY, AUGUST 16.
Manila Taiyo Maru
MONDAY, AUGUST 17.
Calcutta and Straits Kum Sang
Manila President Lincoln

OUTWARD MAILS.

THURSDAY, AUGUST 13.
Saigon Shun Chih 4.30 p.m.
Amoy Talma 5 p.m.
FRIDAY, AUGUST 14.
Shanghai, *Japan & *Europe via Siberia Cathay 8.30 a.m.
Hoihow, Pakhoi and Haiphong Kiangchow 10.30 a.m.
Sandakan Mau Sang 10.30 a.m.
Swatow, Amoy and Poochow Hai Ning 2 p.m.
Tournai Chung Kong 5 p.m.
Shanghai, Japan, Canada, U.S.A., C. & S. America & *Europe via Vancouver, B.C. Empress of Canada (Due Vancouver, B.C. Aug. 30 and *Europe via Siberia.)
Parcels Aug. 14, 5 p.m.
Registration Aug. 15, 8.45 a.m.
Letters 2.30 a.m.

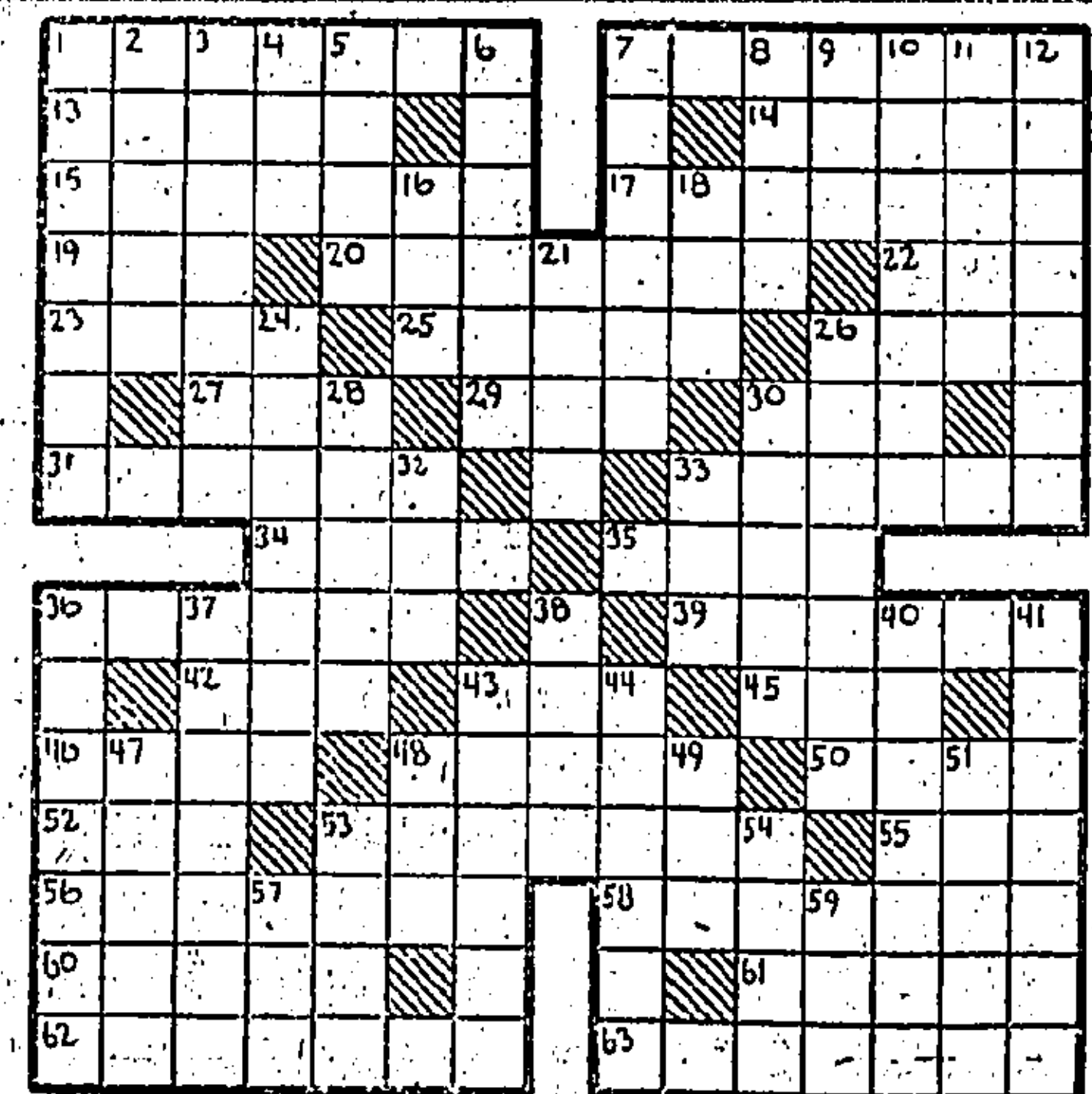
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles Rajputana (Due Marseilles September 11.)
G.P.O.
Parcels Aug. 14, 4.30 p.m. Parcels Aug. 14, 5 p.m.
Registration Aug. 15, 9 a.m. Registration Aug. 15, 9.45 a.m.
Letters 10 a.m. Letters 10.30 a.m.

SATURDAY, AUGUST 15.
Rabaul Bremerhaven 5 p.m.
Amoy Anshun 5 p.m.

*Superscribed correspondence only.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL
1—Cafe where vaudeville is shown
7—Such as may be sold
13—Rub out
14—Pertaining to Arius
15—Coppers
17—Brilliant
19—To make face
20—Keeps back
22—Series (abbr.)
23—A continent
25—A nut
28—A mountain in Thessaly (Gr. myth.)
27—Mineral spring
29—Noble
30—Unit
31—To retreat
33—Native of Sweden
34—Carot
35—River in N. Bolivia
36—Cut in small pieces
39—A lever for the foot (pl.)
42—Pipes (abbr.)
43—A title
45—The (German)
46—To kill violently

HORIZONTAL (Cont.)
48—In a vertical position (Naut.)
50—Popular beverage
52—Wrong
53—Pottery center of Saxony
55—102 (Roman)
56—Belonging to Orléans
58—Native of Italy
60—A golf club
61—Carpenter's tool
62—Large vase for brewing
63—Hulled

VERTICAL
1—A fabled monster
2—Melodious
3—A religious denomination
4—Poisonous snake
5—Long grass stem
6—Parsnips
7—Native of Syria
8—Youths
9—S.W. State of United States (abbr.)
10—Prejudiced

VERTICAL (Cont.)
11—Narrow roads
12—Enamored
13—Material with a corded surface
14—Girl's name
15—Tart
16—Like an ape
17—Tribe of Indians
18—A constellation
20—Possessed
22—Terminate
23—A month (abbr.)
24—A footstool
27—A kind of dog
28—Expires
29—Avoiding society
31—Spotted
32—Warts
33—A kind of the forearm
34—Author of the "Mardiade"
35—Constellation
36—A metaphor
37—A French, for Diana
38—A calceolus
39—Back of the neck
40—A color
41—Candidate in law (abbr.)

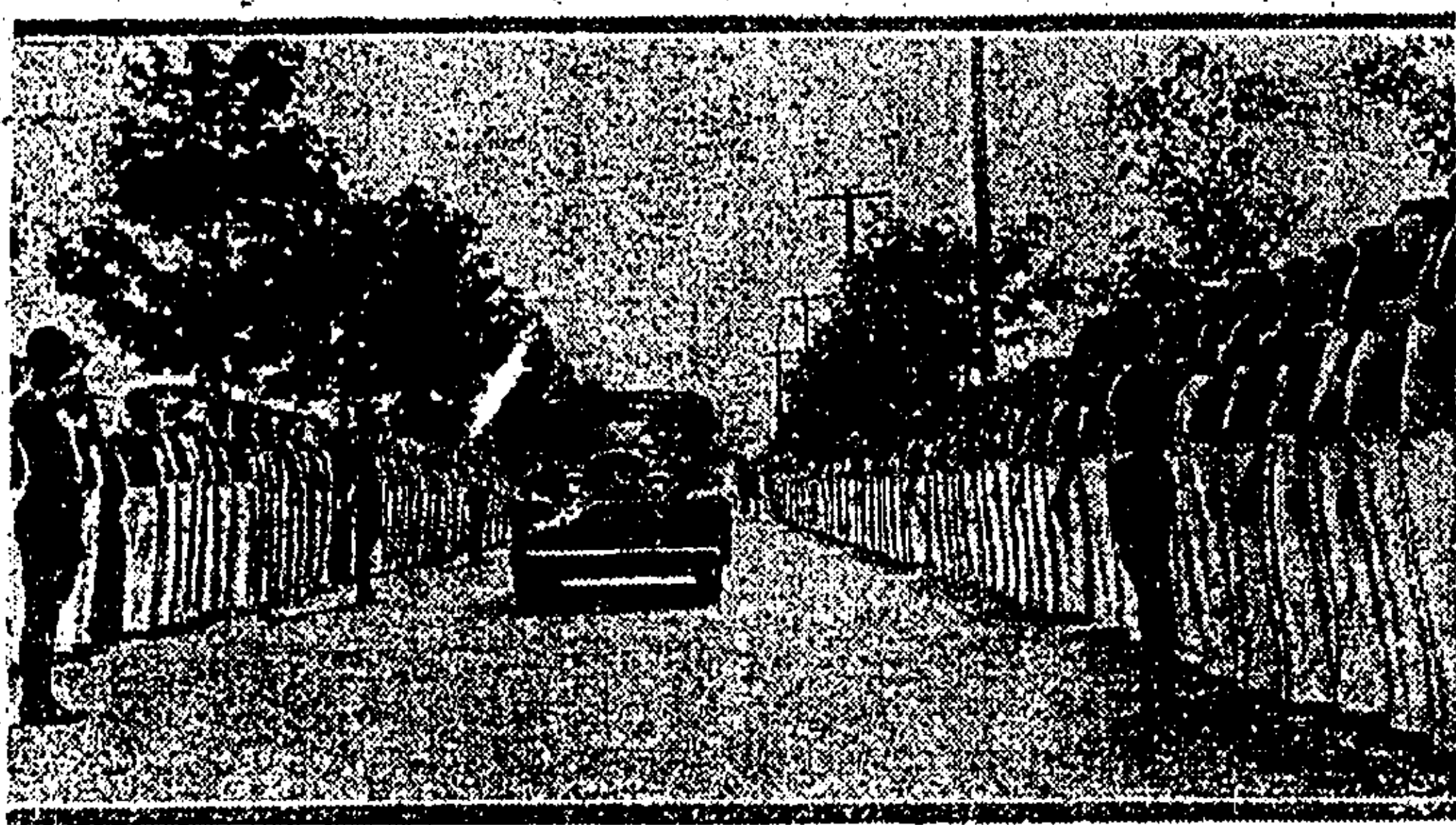
(The solution of this cross-word puzzle will appear in tomorrow's issue along with a new cross-word puzzle.)

HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 13th August, 1931.
Next Settlement Day, Tuesday, 25th August.

STOCK	Buy-ers	Sell-ers	Sales	Non	Fin. year	Last dividend and when paid
Banks.						
Hong Kong Bank	...	...	2040	...	Dec.	Inter. on 1st at 1 1/2-107.00 Aug. 10, 31
Chartered Bank	...	...	...	121	Dec.	Inter. on 1st at 1 1/2-107.00 Aug. 10, 31
Mercantile Bk., A.S.B.	...	...	...	20	Dec.	Inter. on 1st at 1 1/2-107.00 Apr., 31
Bank of Asia	...	...	130	...	Dec.	Inter. on 1st at 1 1/2-107.00 Feb. 28, 31
Insurance.						
Canton Ins.	...	...	...	1550	Dec.	Inter. on 1st at 1 1/2-107.00 May 10, 31
Union Ins.	...	...	545	570	Dec.	Inter. on 1st at 1 1/2-107.00 May 29, 31
China Underwriters	...	...	6.00	...	Dec.	Inter. on 1st at 1 1/2-107.00 May 29, 31
China Fire Ins.	...	...	...	800	Dec.	Inter. on 1st at 1 1/2-107.00 May 29, 31
H. K. Fire Ins.	...	...	...	1455	Dec.	Inter. on 1st at 1 1/2-107.00 Mar. 28, 31
Shipping.						
Douglas	...	...	22	...	Dec.	Inter. on 1st at 1 1/2-107.00 Mar. 4, 31
H. K. Steamship	...	...	28	...	Dec.	Inter. on 1st at 1 1/2-107.00 June 9, 31
Indo-China (Prof.)	...	...	...	40	Dec.	Inter. on 1st at 1 1/2-107.00 July 6, 31
(Def.)	...	...	...	80	Dec.	Inter. on 1st at 1 1/2-107.00 Mar. 31, 31
Shells Bearer	...	...	...	44 1/2	Dec.	Inter. on 1st at 1 1/2-107.00 Mar. 31, 31
Union-Waterbus	...	...	28	...	Dec.	Inter. on 1st at 1 1/2-107.00 Mar. 31, 31
Mining.						
Bengals	...	...	101	...	Dec.	Inter. on 1st at 1 1/2-107.00 June 30, 31
Kailash Mining Ad.	...	...	28/9	...	June	Inter. on 1st at 1 1/2-107.00 Dec. 30, 31
Langkat (Single)	...	...	...	4.05	Oct.	Inter. on 1st at 1 1/2-107.00 May 8, 31
Shai Exploration	...	...	1.00	...	Dec.	Inter. on 1st at 1 1/2-107.00 May 4, 31
Loans	...	...	...	4 1/2	Dec.	Inter. on 1st at 1 1/2-107.00 July 31, 31
Raubs	...	...	...	43.20	Mar.	Inter. on 1st at 1 1/2-107.00 July 15, 31
Venezuela Gold Fields	...	...	21	...	...	Inter. on 1st at 1 1/2-107.00 ...
Docks, Wharves, Godowns, &c.						
H. K. & K. Wharves	...	...	168	...	Dec.	Inter. on 1st at 1 1/2-107.00 Mar. 10, 31
H. K. & W. Docks	...	...	...	23	Dec.	Inter. on 1st at 1 1/2-107.00 Mar. 10, 31
South Ch. Meters	...	...	...	10	...	Inter. on 1st at 1 1/2-107.00 Mar. 10, 31
China Providents (old)	...	...	6.05	6.15	Dec.	Inter. on 1st at 1 1/2-107.00 Apr. 8, 31
(new)	...	...	2.60	2.90	...	Inter. on 1st at 1 1/2-107.00 Apr. 8, 31
Hongkong	...	...	...	270	Dec.	Inter. on 1st at 1 1/2-107.00 May 4, 31
N. Engineering	...	...	...	61	Dec.	Inter. on 1st at 1 1/2-107.00 May 4, 31
Shanghai Docks	...	...	...	106 1/2	Apr.	Inter. on 1st at 1 1/2-107.00 July 29, 31
Lands, Hotels & Buildings.						
H.K. & S. Hs. (old)	...	...	17 1/2	17 1/2	Dec.	Inter. on 1st at 1 1/2-107.00 Apr. 16, 31
(new)	...	...	17 1/2	17 1/2	Dec.	Inter. on 1st at 1 1/2-107.00 Apr. 16, 31
H.K. Lands	...	...	...	92 1/2	Dec.	Inter. on 1st at 1 1/2-107.00 Aug. 12, 31
Shanghai Lands	...	...	...	89.20	Dec.	Inter. on 1st at 1 1/2-107.00 July 30, 31
Humphreys (old)	...	...	...	22	Dec.	Inter. on 1st at 1 1/2-107.00 Feb. 24, 31
(new)	...	...	...	21 1/2	Dec.	Inter. on 1st at 1 1/2-107.00 Feb. 24, 31
H. K. Realities	...	...	...	17.85	Dec.	Inter. on 1st at 1 1/2-107.00 Pending
Chinese Estates	...	...	24	...	Feb.	Inter. on 1st at 1 1/2-107.00 July 28, 31
Cotton Mills.						
Ewo Cotton	...	...	141	14.40	Dec.	Inter. on 1st at 1 1/2-107.00 Mar. 12, 31
Shanghai Cotton	...	...	...	35	Apr. and Oct.	Inter. on 1st at 1 1/2-107.00 May 27, 31
Zong Sing	...	...	11	...	June	Inter. on 1st at 1 1/2-107.00 Oct. 11, 31
Public Utilities.						
H. K. Tramways	...	...	314	...	Dec.	Inter. on 1st at 1 1/2-107.00 Pending
Peak Trans. (old)	...	...	...	14	Apr.	Inter. on 1st at 1 1/2-107.00 June 15, 31
(new)	...	...	...	61	Apr.	Inter. on 1st at 1 1/2-107.00 June 15, 31
Star Ferry	...	...	203	...	Dec.	Inter. on 1st at 1 1/2-107.00 Feb. 15, 31
Yau-mat Ferry	...	...	203	...	Dec.	Inter. on 1st at 1 1/2-107.00 Feb. 23, 31
China Light	...	...	26	...	Sept.	Inter. on 1st at 1 1/2-107.00 Dec. 15, 31
H. K. Electric	...	...	...	61 1/2	Dec.	Inter. on 1st at 1 1/2-107.00 Mar. 16, 31
Macao	...	...	...	21	Dec.	Inter. on 1st at 1 1/2-107.00 Mar. 16, 31
Sandakan Light	...	...	...	4	Dec.	Inter. on 1st at 1 1/2-107.00 Aug. 4-31
H. K. Tel. fully paid	...	...	...	48	Dec.	Inter. on 1st at 1 1/2-107.00 Feb. 25, 31
China Bus	...	...	...	17.50	Dec.	Inter. on 1st at 1 1/2-107.00 Feb. 25, 31
S'pore Traction (old)	...	...	...	9/9	Sept.	Inter. on 1st at 1 1/2-107.00 Feb. 6, 31
(new)	...	...	...	10/9	Sept.	Inter. on 1st at 1 1/2-107.00 Feb. 6, 31
Industrials.						
China Sugars	...	...	...	6000	...	Inter. on 1st at 1 1/2-107.00 Mar. 4, 31
Malayan Sugars	...	...	...	39	Dec.	Inter. on 1st at 1 1/2-107.00 Mar. 27, 31
Cold Mfg. Ord.	...	...	...	11	Dec.	Inter. on 1st at 1 1/2-107.00 Mar. 27, 31
(new)	...	...	...	104	...	Inter. on 1st at 1 1/2-107.00 Mar. 27, 31
Canton Ice	...	...	740	...	July	Inter. on 1st at 1 1/2-107.00 Mar. 16, 31
Cements (com.)	...	...	...	3010 1/2	Dec.	Inter. on 1st at 1 1/2-107.00 Mar. 16, 31
(new)	...	...	...	18 1/2	Dec.	Inter. on 1st at 1 1/2-107.00 Mar. 16, 31
H. K. Rope	...	...	21.10	21.00	Dec.	Inter. on 1st at 1 1/2-107.00 Mar. 27, 31
Stores, &c.						
Dairy Farms	...	...	32 1/2	32.65	Dec.	Inter. on 1st at 1 1/2-107.00 Mar. 16, 31
Watsons	...	...	101	...	Oct.	Inter. on 1st at 1 1/2-107.00 Mar. 16, 31
Dr. A. Wigg	...	...	...	1	...	Inter. on 1st at 1 1/2-107.00 Mar. 16, 31
Lane Crawford (old)	...	...	7.00	...	Feb.	Inter. on 1st at 1 1/2-107.00 Apr. 30, 31
(new)	...	...	...	7.00	Feb.	Inter. on 1st at 1 1/2-107.00 Apr. 30, 31
Mackintosh	...	...	...	18	Feb.	Inter. on 1st at 1 1/2-107.00 Apr. 30, 31
Slackers	...	...	17	...	...	Inter. on 1st at 1 1/2-107.00 Apr. 30, 31
Wm. Powell	...	...	...	3.80	Feb.	Inter. on 1st at 1 1/2-107.00 Apr. 30, 31
Miscellaneous.						
H.K. Amusement (old)	...	...	...	27	Mar.	Inter. on 1st at 1 1/2-107.00 Sept. 27, 31
(new)	...	...	...	38	...	Inter. on 1st at 1 1/2-107.00 Sept. 27, 31
G. Entertainment (old)	...	...	...	10 1/2	...	Inter. on 1st at 1 1/2-107.00 Sept. 27, 31
(new)	...	...	...	19 1/2	...	Inter. on 1st at 1 1/2-107.00 Sept. 27, 31
Son. Ch. Enterprises	...	...	...	...	...	Inter. on 1st at 1 1/2-107.00 Sept. 27, 31
H. K. Construction	...	...	13.80	...	Dec.	Inter. on 1st at 1 1/2-107.00 Sept. 27, 31
B. Ind. G. Bonds	...	...	...	74 1/2	...	Inter. on 1st at 1 1/2-107.00 Sept. 27, 31
H. K. Govt. Loans	...	...	...	...	...	Inter. on 1st at 1 1/2-107.00 Sept. 27, 31

New York's Police Commissioner Inspects Police Cadets



Inspector Edward P. Mulrooney of the New York Police Force, in a slowly-driven Cadillac, inspects 250 police cadets who will become full-fledged policemen at their graduation the end of this June. The picture was taken in training quarters at Pelham Bay, New York.

WILLYS SIX.

Sets Five New Speed Records.

Flashing over a measured course on Murce Dry Lake, California, a Willys Six Roadster has established five new Class C American stock car speed records under supervision of the A.A.A. These new speed records add to the other impressive records established by this low priced six, which include mountain climbs and power tests as well as speed marks.

With Eddie Hearn at the wheel, and the test officially observed and electrically timed by representatives of the A.A.A., the Willys Six Roadster set new records for a mile with standing start; a mile with a flying start; one kilometre, both standing and flying starts; one mile in second gear from flying start.

With a flying start the car covered

a mile in 50.925 seconds, an average of 70.692 miles an hour; from a standing start it set a record of a mile in 61.56 seconds, averaging 58.479 miles an hour.

Over a course of one kilometre with a flying start it established a new record of 32.225 seconds, averaging 69.416 miles an hour; from a standing start it was clocked at 42.17 seconds, equivalent to a speed of 59.045 miles an hour.

The fifth record established, which stands as a tribute to the car's flashing-second-gear performance, was a second gear run over a mile course. In this test the Willys Six was timed at 66.90 seconds, averaging 53.812 miles an hour.

To equalize, because of wind resistance and wind aid, it is necessary, under A.A.A. rules, to cover the course in opposite directions and the average speed is computed and credited to the car.

The Willys Six made its fastest trip northbound, with a speed of 72.727 miles an hour. The fastest

southbound speed was 68.768 miles an hour.

Prior to the run the car was torn down, measured and examined by officials of the A.A.A. to make certain that it was a strictly stock model, the requirements of that organization being that such cars must be exact duplicates of the automobiles sold to the general public. No changes, devices or equipment to increase speed or power are permitted. The optional, stock gear ratio of 4.6 to 1 was used, this being available to all buyers.

Considering that the Willys Six is priced at \$495 list, its speed performance in the official A.A.A. tests is recognized as outstanding in the low priced field and is a continuance of other remarkable records already made by this car.

The car that set the latest speed records is a duplicate of the Willys Sixes that won first and second places in the annual Pikes Peak hill climb; broke the record for climbing Mt. Baldy; captured first and second places in the annual mountain race from Mexico City to Puebla, covering the 75.8 miles in 75 minutes; travelled 30½ miles from Denver to Casper, Wyo., in 234 minutes, averaging 63.07 miles an hour.

HOLD-UP.

Foiling the Outlaw in Australia.

A correspondent, writing to an Australian journal recently, related a real road adventure that had befallen him. He said: "My work calls for a fair amount of car driving, and I have had the pleasure of assisting many 'swaggies' along the 'road to anywhere.' I made it a rule never to pick up more than one man at any time, but on one occasion, between Port Broughton and Clement's Gap, I was asked by two particularly three-looking men for a lift. I consented, and the usual 'How far are you going?' was asked, and I said 'Clement's Gap.' It appears that these two were bound for Pirie, and tried to persuade me to go there; but I refused. My car is a late model Whippet, and has ample room for three in front, where we were all sitting. I was very surprised when the man in the middle pushed a gun in my ribs, and asked whether this would persuade me. 'The business-end of a six-shooter in a man's ribs carries a fair amount of persuasion. In discussing the incident later with a constable, he said I should have gone to Pirie, and handed them over to the police, but all I thought of was getting rid of them.

"The body of my car has a clear run along the back of the front seat with the door open, and I intended 'dumping' them by pulling open the door; so commenced fidgeting with the throttle control, which is on the far side of the dash from the driver. The road in places is very high on the crown, and I ran along the edge of this, giving the car a considerable list to the left. The outside man put his arm around the centre man's shoulder to steady himself. I then reached for the inside door handle (lever type), and gave it a smart pull, and out went my 'friends', the one pulling the other in his efforts to regain his balance. I 'stepped on it' and pulled up around the first bend to get rid of their swags. The matter was not reported to the police, as I thought I might have injured them, and now, some six months later, I don't mind discussing it. With cases like this coming to notice, I don't wonder at motorists letting them walk."

Those who have ridden in this new Buick, are amazed at the unusual degree of comfort and the marvellous performance of

The BUICK 8

The Eight with Buick's Prestige

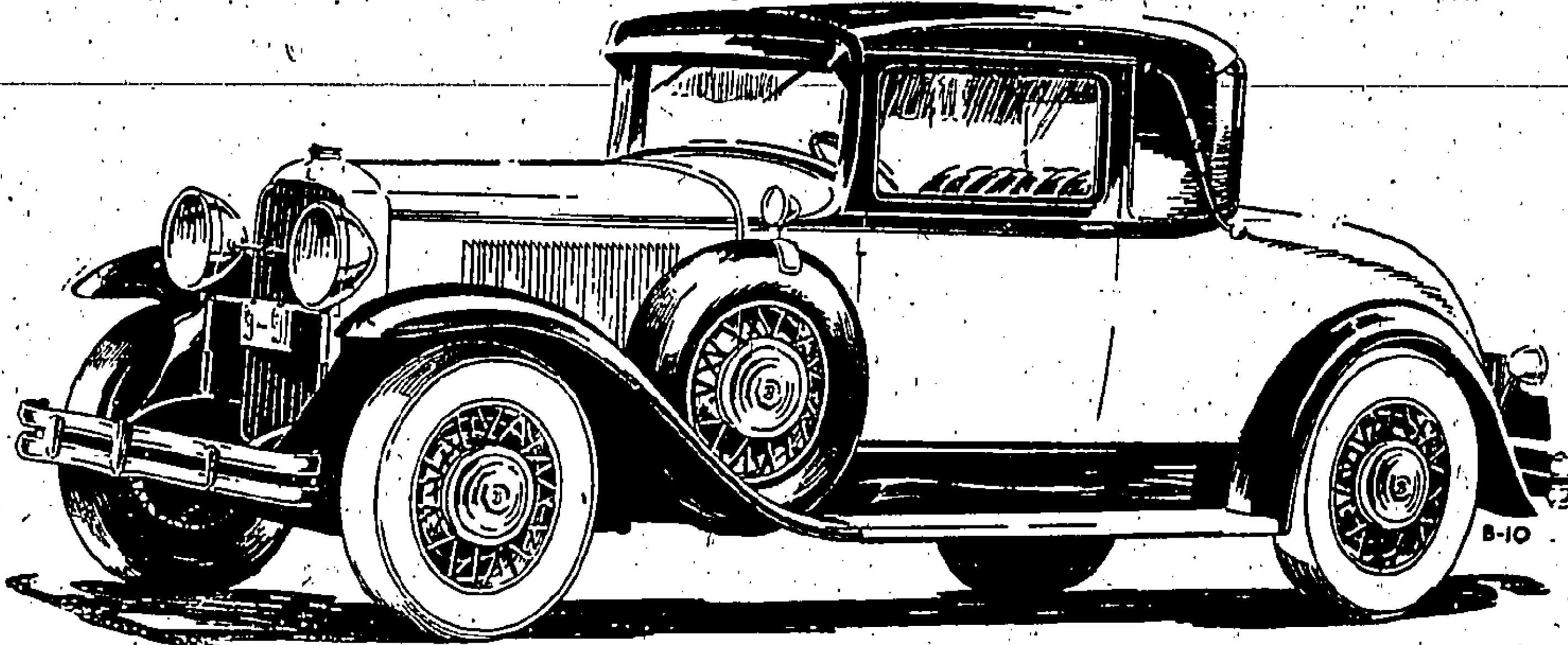
No matter which model or series you choose — you can expect the quality that has made Buick the outstanding value in its price class for over 25 years. This adherence to Buick quality from the beginning has developed confidence in the public mind — confidence that causes thousands of Buick owners to buy Buick again and again.

114" Wheelbase Buick Models ... H.K.\$6,955 to H.K.\$ 7,525
118" Wheelbase Buick Models ... H.K.\$8,275 to H.K.\$ 8,775
124" Wheelbase Buick Models ... H.K.\$9,820 to H.K.\$ 9,980
132" Wheelbase Buick Models ... H.K.\$9,820 to H.K.\$12,295

THE DRAGON MOTOR CAR CO., LTD.

Telephone 30228.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.



BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLIS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf, Wolff & Kew, 54 Queen's Road C. Tel. 22173.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
DODGE.—South China Motor Car Co., 35, Des Voeux Road. C. Tel. 26644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLIS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.
NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

MOTOR OILS.

GARGOYLE MOBILOIL.—Vacuum Oil Company, King's Bldg.
SHELL.—Asiatic Petroleum Co. (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel, Garage, Queen's Road. Tel. 24759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 56233.
FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.
INDIA TYRES.—W. R. Loxley Co., York Bldg. Tel. 22285.
MICHELIN TYRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

SPEED EXPENSIVE.

Interesting Test in America.

An interesting and instructive oil and fuel consumption test, which is probably the most extensive and important yet held, was recently conducted over a distance of 9,000 miles on the Indianapolis track (U.S.A.). Thirteen stock model touring cars of different makes and powers were used in the trial.

After a 2,000 miles "run-in" two tests were made, one with cars travelling at 30 m.p.h. and the other at 55 m.p.h. It was found that the cars used one quart of lubricating oil per 1,000 miles at 30 m.p.h., while those travelling at 55 m.p.h. used 6.9 quarts for the same distance—definite proof that speed entails a considerable increase in oil consumption.

On the question of advantages derivable from using heavy grades of oil with a view to reduction of consumption, a direct comparison

between efficiency of medium, heavy, and extra heavy oils showed that at high speed the consumption can be reduced about one-third by using a light instead of a heavy oil, but it was found that the saving was made at the expense of petrol mileage, as 7 per cent. more petrol was used, probably owing to increased internal friction of engine, through use of lighter oil.

The test showed that the amount of carbon deposited in cylinders was smaller at the higher speeds, with the engines running comparatively hot, than at 30 m.p.h. Petrol mileage was best at the lower speeds, averaging 13.13 and 12.94 m.p.g. (the U.S.A. gallon is one-fifth less than the imperial measure used in Malaya) in the two tests at 30 m.p.h., while the respective mileage per gallon was 10.24 and 11.08 at 55 m.p.h. On examination of pistons and cylinder walls after the tests, it was found that the wear was less than one-thousandth of an inch for the 9,000 miles run.

The outstanding result of the test was the fact that good lubrication is insurance against wear, even under extreme conditions, and that speed has to be paid for.

NO WINGS.

A Crime on Home Roads.

A recent restrictive measure about which we have received many complaints, says "The Light" Car and Cyclecar, is contained in the Construction and Use Order which was issued last January, and road without "wings" or other similar means to catch, so far as practicable, mud or water thrown up by the rotation of the wheels, unless adequate protection is afforded by the body of the vehicle.

On the face of it, this might well appear to be quite a reasonable restriction. Nobody wants to see vehicles spraying mud in all directions, and everyone will be glad when there are no more cars in use which plaster with mud the wind-screens of cars overtaking them. As we pointed out when reviewing the Regulations when they were first issued, however, they make no provision for exceptional cases,

and thus impose serious hardships upon folk whom the Minister of Transport did not, perhaps, consider. We refer particularly to chassis manufacturers, who are in the habit of driving or towing their chassis a short distance to the body-building shop, and coachbuilders who may equally find it a great convenience to move cars a short distance without wings on them. There is also the case to be considered of the private motorist who has a little mishap which calls for the removal and repair of a wing, and who, under the new regulations, is compelled either to go to the expense of having a temporary wing fashioned and fitted, or to endure the inconvenience of having his car out of use until his damaged wing is repaired and refitted. The Minister of Transport has adopted a reasonable attitude up to date in connection with amending regulations where there is an obvious hardship, and we join The Motor in asking him to give this matter his early attention.

CAR INSURANCE.

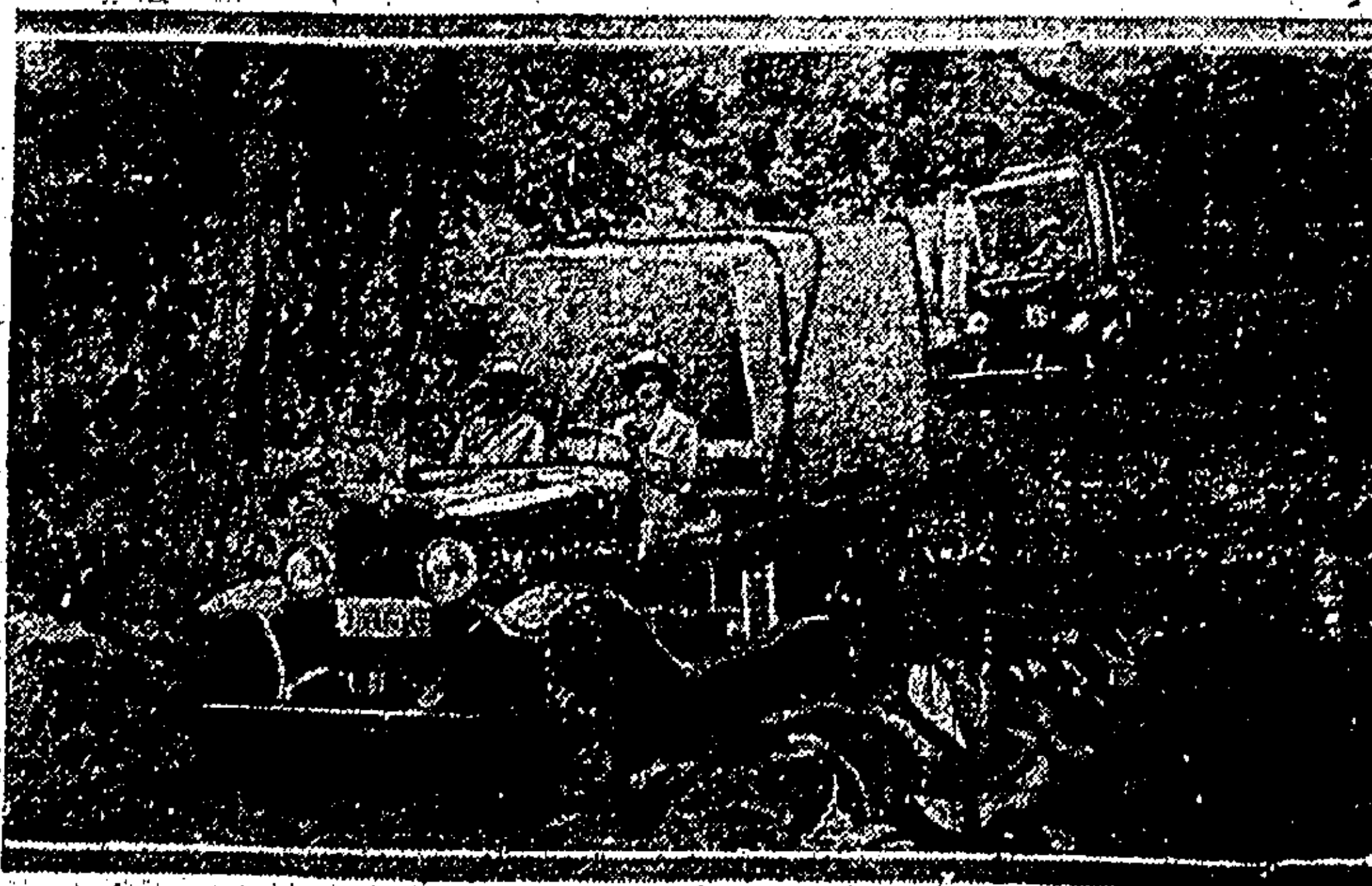
Legislation in Straits and F.M.S.

Kuala Lumpur, July 28.
The request made by the Hon. Mr. J. S. Arter, in the Federal Council some time ago, and subsequently taken up by the motoring associations, that insurance against third party risks should be made compulsory for owners of motor vehicles has been granted.

The Selangor Automobile Association announces that it has been informed by the Under Secretary to Government that draft legislation to this end has been prepared by both the Straits and F.M.S. Governments, and that, in order to secure as much unanimity as possible between the two administrations, the Legal Adviser and the Commissioner of Police, F.M.S., are in conference with the Attorney-General and Inspector-General of Police, Straits Settlements.

Similar legislation has been in force in Britain since the beginning of this year.

African Lumber Interests Use Modern Transportation



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directed by William K. Howard.

with **EDMUND LOWE** AND **JOAN BENNETT**

NEXT CHANGE

COMMENCING SUNDAY, 16th AUG.



Women Kiss for love for money Perhaps because they think it's funny.

When a gay bachelor becomes good—

a good wife wants to be bad! It's the sauciest, friskiest, naughtiest love farce to reach the screen. You bet it's fun—but

DON'T BET ON WOMEN

with **EDMUND LOWE** **FOX** **JEANETTE MACDONALD PICTURES**

BOOKING AT THE THEATRE. TEL. 25313.

CURRENT SPORTING GOSSIP

RAIN SPOILS LEAGUE TENNIS.

Indian R.C. Retain the Dunlop Shield.

THREE MATCHES CONCLUDED.

The Y.M.C.A. defeated the Craignower C.C. by 6 sets, to 3 in the "C" Division of the Tennis League yesterday.

Scores:—
S. Gray and G. Punccheon (Y.M.C.A.):—
beat H. J. Howard and E. S. Howard 6-4
beat G. Kelly and Y. C. Mok 6-0
beat V. Sousa and F. Broadbridge 6-4

J. Ferguson and J. Wilson (Y.M.C.A.):—
lost to H. J. Howard and E. S. Howard 3-6
beat G. Kelly and Y. C. Mok 6-3
lost to V. Sousa and F. Broadbridge 3-6

T. J. Price and A. White (Y.M.C.A.):—
lost to H. J. Howard and E. S. Howard 4-6
beat G. Kelly and Y. C. Mok 6-1
beat V. Sousa and F. Broadbridge 6-8

K.C.C. Unfortunate.
The match between the K.C.C. and the Army T.C. at Sookunpo was abandoned with the Kowloon C.C. leading by 4 sets to 1.

League Table to Date.

	P.	W.	D.	L.	F.	A.	Pts.
C.R.C.	14	13	1	0	106	13	27
Recreio	13	12	1	0	82	32	25
S. China	12	9	0	3	73	34	18
K.C.C.	12	7	1	4	57	50	15
University	9	7	0	2	57	23	14
Gradu. A.	12	7	0	5	59	46	14
H.K.C.C.	13	6	1	6	57	60	13
Y.M.C.A.	12	7	0	5	61	46	14
I.R.C.	12	4	1	7	43	64	9
Radio S.C.	12	3	2	7	39	67	8
Army T.C.	12	3	1	8	35	69	7
C.C.C.	12	3	0	9	37	70	6
K.I.T.C.	10	2	1	10	38	79	5
C.S.C.C.	14	1	1	11	39	77	4
Deutscher	10	1	1	8	24	66	3

MIXED DOUBLES.

Indian R.C. Carry Off the Championship.

By defeating the United Services R.C. by six sets to nil, before rain caused play to be abandoned, the Indian Recreation Club retained the Dunlop Shield in the Mixed Doubles Competition.

Scores:—
Col. Robinson and Mrs. Keary (U.S.R.C.):—
lost to S. A. Rumjahn and Mrs. Donellan 3-6
lost to H. D. Rumjahn and Miss Rumjahn 4-6

Capt. Moir and Mrs. Locker (U.S.R.C.):—
lost to C. A. L. Rumjahn and Mrs. Geeks 4-6
lost to S. A. Rumjahn and Mrs. Donellan 4-6

Col. Skinner and Mrs. Dook (U.S.R.C.):—
lost to C. A. L. Rumjahn and Mrs. Geeks 4-6
lost to H. D. Rumjahn and Miss Rumjahn 4-6

K.C.C. Beat University.
Playing at Pokfulam the Kowloon Cricket Club defeated the University by 7 sets to 2.

Scores:—
Miss H. Yuen and Y. F. Chew (University):—
lost to Miss O. Dalziel and E. C. Fincher 4-6
lost to Miss D. Dalziel and E. F. Fincher 2-6
lost to Mrs. Kew and A. E. Guest 1-6

Miss W. F. Kwok and T. K. Lien (University):—
lost to Miss O. Dalziel and E. C. Fincher 0-6
lost to Miss D. Dalziel and E. F. Fincher 2-6
lost to Mrs. Kew and A. E. Guest 3-6

Miss R. Perry and F. F. Khoo (University):—
beat Miss O. Dalziel and E. C. Fincher 6-4
beat Miss D. Dalziel and E. F. Fincher 6-2
lost to Mrs. Kew and A. E. Guest 8-6

(Continued at foot of next column.)

INTERPORT TRIAL AT V.R.C.

Roza Pereira Wins Quarter Miles.

GITTINS SECOND.

At the V.R.C. last evening a quarter mile interport trial was swum between L. Roza Pereira, S. V. Gittins and E. B. da Roza.

The first hundred yards saw the trio still together but they began to straggle after this. After 200 yards Pereira was three yards ahead of Gittins and Roza was so far behind that he left the bath.

Pereira gradually increased his lead and finished fifteen yards ahead of Gittins. The winner's time was 5 minutes 59.2 seconds. Gittins finished 10 seconds behind.

Our Sports Diary.

LOCAL.

LAWN BOWLS—Saturday—
First Division—Kowloon Docks R.C. v. Craignower C.C.; Kowloon C.C. v. Kowloon B.G.C.; Police R.C. v. Club de Recreio; Civil Service C.C. v. Talkoo R.C.; Second Division—Taikoo R.C. v. Yacht Club; Craignower C.C. v. Kowloon C.C.; Club de Recreio v. Civil Service C.C.; Kowloon B.G.C. v. Hong Kong Electric R.C.

ABROAD.

CRICKET—To-day and Tomorrow—
Middlesex v. Warwickshire.
Somerset v. Northamptonshire.
Yorkshire v. Glamorgan.
Hampshire v. Kent.
Worcestershire v. Surrey.
Gloucestershire v. Sussex.
Nottinghamshire v. Leicestershire.
Saturday, Monday and Tuesday—
Yorkshire v. Middlesex.
Lancashire v. New Zealand.
Somerset v. Sussex.
Leicestershire v. Glamorgan.
Northamptonshire v. Derbyshire.
Kent v. Nottingham.
Hampshire v. Essex.
Gloucestershire v. Surrey.
Worcestershire v. Warwickshire.
GOLF—To-day to Saturday—
Canadian Amateur Championship.
To-day—Irish Amateur Championship.
SWIMMING—To-day and Tomorrow—
Army Championships.
FOOTBALL—Saturday—
Scottish League.

League Table to Date.

	P.	W.	D.	L.	F.	A.	Pts.
Indian R.C.	5	5	0	0	32	12	10
Chinese R.C.	4	3	0	1	23	21	6
Ladies' R.C.	5	3	0	2	23	21	6
Kowloon C.C.	3	2	0	1	17	9	4
Recreio	2	0	2	6	12	0	0
U.S.R.C.	3	0	3	6	19	0	0
University	4	0	4	6	30	0	0

"B" DIVISION.

Recreio Beat Army T.C. on Tuesday.

At Sookunpo, on Tuesday, the Club de Recreio beat the Army Tennis Club by 5 sets to 4.

Scores:—
Col. Robinson and Captain Etherington (A.T.C.):—
beat Souza and Remedios 6-2
beat Barretto and Remedios 6-4
beat Barros and Yvanovich 6-3

Col. Skinner and Col. Lecky (A.T.C.):—
lost to Souza and Remedios 2-6
lost to Barretto and Remedios 5-7
lost to Barros and Yvanovich 2-6

S.M. Atkinson and S. M. Mitchell (A.T.C.):—
lost to Souza and Remedios 4-6
lost to Barretto and Remedios 4-6
beat Barros and Yvanovich 6-8

League Table to Date.

	P.	W.	D.	L.	F.	A.	Pts.
Recreio	11	9	0	2	61	34	18
Chinese R.C.	8	8	0	0	55	14	16
C.C.C.	11	3	1	7	52	23	13
University	10	6	1	3	52	23	13
G.R.C.	10	5	2	3	43	48	12
H.K.C.C.	11	5	2	4	51	48	12
Indian R.C.	9	4	1	4	40	41	9
Army T.C.	9	4	0	5	39	50	9
Kowloon C.C.	2	0	7	27	53	4	4
U.S.R.C.	2	0	6	13	48	2	2
S. China	1	0	7	25	47	2	2
Nippon C.	11	1	0	10	30	68	2

LEAGUE FOOTBALL FIXTURES.

Management Committee Meeting.

OPENING SEPTEMBER 26.

At a meeting of the League Management Committee of the H.K. Football Association yesterday evening, arrangements were made for the coming League season. The following entries were accepted.

Division I.—Royal Navy, Kowloon, H.K. Club, St. Joseph's, South China, H.K. Police, Chinese Athletic Association, Club de Recreio, A. and S. Highlanders, Eastern, S. W. Borderers.

Division II.—Royal Navy, Kowloon, H. K. Club, South China, Chinese Athletic Association, University, R.A.O.C., 12th Bty. R.A., A. and S. Highlanders, S. W. Borderers, Ewo, Tsung Tsin.

Division III.—R.A.F., Radio Sports Club, South China, Chinese Athletic Association, R.E., Recreio, S. W. Borderers.

Opening Matches.

The draw for the opening matches resulted as follows:

Division I.

Saturday, September 26:—
Police v. Navy on the St. Joseph's ground.

Recreio v. Argyls at King's Park.

Athletic v. St. Joseph's at the Stadium.

Club v. South China on the Club ground.

Kowloon v. Eastern on the K.A.C. ground.

Saturday, October 3:—
Borderers v. Police at Chatham Road.

Navy v. Recreio at Navy ground.

Argyls v. Athletic at Sookunpo.

St. Joseph's v. Club on the St. Joseph's ground.

South China v. Kowloon at Caroline Hill.

Division II.

Saturday, September 26:—
Ewo v. University on the St. Joseph's ground.

Navy v. Kowloon on the Navy ground.

H.K. Club v. Argyls on the Club ground.

South China v. Borderers at Caroline Hill.

12th Bty. R.A. v. Athletic at Chatham Road.

R.A.O.C. v. Tsung Tsin on the K.P.C. ground.

Saturday, October 3:—
Tsung Tsin v. Ewo on the Club ground.

University v. Navy on the St. Joseph's ground.

Kowloon v. Club on the K.F.C. ground.

Argyls v. South China at Chatham Road.

Borderers v. 12th Bty. R.A. at Sookunpo.

Athletic v. R.A.O.C. at the Stadium.

Division III.

Saturday, September 26:—
Borderers v. South China at Chatham Road.

Radio Sports Club v. Athletic on the R.S.C. ground.

Recreio v. R.E. at King's Park.

Saturday, October 3:—
R.E. v. Borderers at Happy Valley.

South China v. Radio Sports Club at Caroline Hill.

Athletic v. South Recreio at Happy Valley.

Officials Elected at Council Meeting.

The following officials were elected at the recent Council Meeting.

Appeals Board.—The President (Mr. R. M. Dyer, C.B.E.), the two Vice-Presidents (Hon. Mr. R. H. Kotewall, C.M.G., LL.D., and Mr. P. J. Wodehouse, C. I. E.)

Emergency Committee.—Messrs. R. K. Duncan, H. M. McTavish and H. K. Lee.

Referees Committee.—Messrs. G. T. May, J. W. Baldwin and T. G. Stokes.

League Management Committee.—Messrs. G. T. May, Wong Ka-tun, A. Goldenberg, T. G. Stokes and F. C. Cleme.

STAR

TO-DAY TO SATURDAY
At 2.30, 5.20, 7.20, & 9.20.

THE RETURN OF THE GREAT

JOHN GILBERT

in a magnificent drama of conflicting loves... his finest role.



FRED NIBLO'S production

with Renee Adoree, Conrad Nagel, Eleanor Boardman

A Metro-Goldwyn-Mayer ALL TALKING picture

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MAJESTIC

WILLIAM BOYD



The Flying Fool

MARIE PREVOST, RUSSELL GLEASON, and TOM O'BRIEN

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AT 2.30, 5.20, 7.20 & 9.20 P.M.

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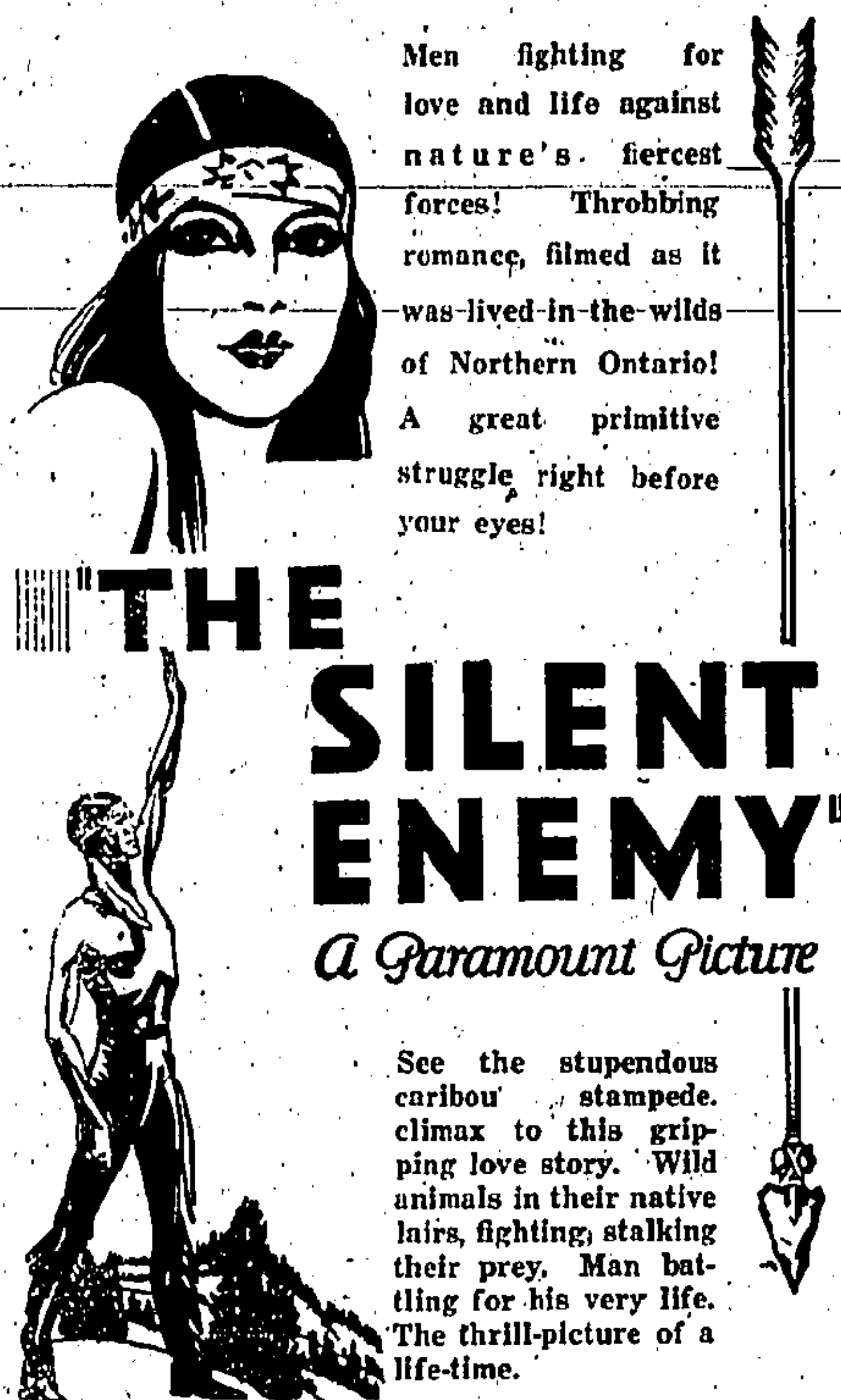
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SEE THEATRE HEAR

SHOWING TO-DAY
At 2.30, 5.10, 7.15 & 9.20 p.m.

A 1931 PARAMOUNT SENSATION
A picture you'll have lots to talk about when seen.
SEE THE THRILLING TRUTH
OF A LIVING RECORD OF A DYING RACE.



THE SILENT ENEMY

A Paramount Picture

See the stupendous
climax to this gripping
love story. Wild
animals in their native
haunts, fighting, stalking
their prey. Man battling
for his very life. The
thrill-picture of a
life-time.

NOTICE!

20 additional fans were installed in the house lately.
Come and cool yourself!

NEXT CHANGE

She Toyed With Two Strong Men
—and made them love it!



The great outdoor talking
drama to date featuring

LUPE VELEZ

with Paul Cavanagh and
William Wyler.

RE-CREATION OF OUR FINANCES

ALL AVENUES FOR ECONOMY
CAREFULLY EXPLORED

FOUR HOURS' SESSION

NO DIFFERENCES OF OPINION
IN MINISTERIAL RANKS

London, Yesterday.

Five members of the Government, constituting the Cabinet Economy Committee, who interrupted their holidays, have arrived in London and began to-day consideration of the Government's programme for the reduction of expenditure.

No definite decision had been reached when they adjourned at 7 p.m. They will meet again to-morrow.

It is regarded as significant, in view of the probability of a Three-Party Conference, that Mr. Neville Chamberlain, the Conservative leader, who is deputising for Mr. Stanley Baldwin, who is at present in France, is returning to London from Scotland immediately.—Reuter.

WORLD FINANCIAL SECURITY

Rugby, Yesterday.
The Committee, consisting of the Prime Minister, (Mr. Ramsay MacDonald), the Chancellor of the Exchequer (Mr. Philip Snowden), the Foreign Secretary (Mr. Arthur Henderson), the President of the Board of Trade (Mr. Graham), and the Dominions Minister (Mr. Thomas), which is to advise the Cabinet regarding the recommendations of the committee, appointed in February at the request of the House of Commons to review National Expenditure, met for the first time this afternoon and after a session of nearly four hours adjourned till to-morrow.

Proposals Under Scrutiny.
The Sub-Committee is in possession of the observations of all Government Departments affected by the proposals of the Economy Committee, which is estimated to effect a reduction of expenditure next year of £96,000,000. The Sub-Committee will decide, after a study of proposals, the general direction in which economies shall be made in order to provide for the balancing of the next Budget.

No Differences of Opinion.
It is known that the Prime Minister and the Chancellor are firmly resolved on securing a balanced Budget, and it is denied that there are any differences between the Ministers with regard to the imperative necessity of a balanced British Budget, which the Daily Herald to-day described as an "integral part of the world financial security."

Whole Ground Explored.
It is understood that at to-day's meeting the Committee explored the whole ground and dealt generally with the situation.

After to-morrow the Committee is not expected to meet again till Monday, when it is hoped that it will frame proposals.

All Parties Consultation.
It is possible that the next step will involve consultation with

the representatives of the two Opposition parties, but nothing definite is known as to Government's intentions.—British Wireless Service.

Great Public Interest.

London, Yesterday.
The vital necessity for the balancing of the Budget remains in the forefront of public discussion and, in the absence of an official statement following yesterday's three hours' meeting of the Cabinet Economy Committee, the pursuit of economy is being carried on by investors, and the next Budget has, indeed, already been tentatively balanced in City circles by the severe pruning of social and defence services.

No Cuts But More Taxes?
Socialists, however, quickly retort that there will be no cuts but more taxes.

Lottery Loan Proposed.

A sporting element, even, may be introduced to rescue sterling for, it is seriously suggested in serious quarters, that a State Lottery Loan, with yearly or half-yearly draws for bonuses, might prove more profitable than the Conversion Scheme.

Bogey of Compulsory Conversion.

Concerning the latter, the reported split within the Cabinet and the opening professed grasping views of many stalwarts among Government supporters, has given birth to the bogey of compulsory conversion and, though the idea is laughed out of court in responsible circles, there is many a rentier resting on an uneasy pillow.

Rumour Depresses Funds.

A rumour was sufficiently striking in the City yesterday to depress British Funds. Five Per Cent. War Loan, especially declining to the lowest for several years.

Compulsory Conversion Unfair.

It is the general view that Government can hardly launch a scheme of voluntary conversion

CHANGES IN SHARES.

Features of Morning's Business.

OFFICIAL SUMMARY.

The official summary issued by the Stock Exchange this morning states:

At this morning's session of the Hong Kong Stock Exchange the principal changes recorded were in Douglas, which were in demand after sales at \$22. Hong Kong Fires were easier, Lands recovered slightly. Cements were a trifle weaker and Hong Kong and Shanghai Hotels advanced appreciably. The tone of the market was fairly steady.

Banks changed hands at \$2,040. Unions had buyers at \$565, sales being reported at \$570.

Underwriters had sellers at \$6.05 without sales having to be recorded.

Cantons remained at \$1,550 nominal, as were China Fires at \$800.

As already mentioned, Hong Kong Fires were easier at the nominal figure of \$1,465.

Benguet was enquired for at \$10.50, but without leading to business.

Raubs with sales reported at \$43.20 had buyers at \$41.50.

Wharves had buyers at \$163, but no shares were on offer.

Providents (old) at \$6.05 buyers and sellers asking \$6.15 were dealt in at \$6.10 and the new shares had buyers at \$2.60, sellers asking \$2.80.

Hotels (old) had buyers at the improved quotation of \$17.50, sellers asking \$18 and sales were reported at \$17.45/\$17.90. The new shares were dealt in at \$17.25, there being buyers at \$17.

Lands had buyers at \$91.50 ex div., sales taking place at \$91.75.

Humphreys (new) were dealt in at \$21.50.

Realities were disposed of at \$17.85.

Ewos recorded to the buying rate of \$14.25, sellers asking \$14.40 and sales were reported at \$14.20.

Trams had a buying rate of \$21.50.

Star Ferries had a buying rate of \$93.25. H.K. Electrics changed hands at \$81.25.

Dairy Farm with buyers at \$32.75 were dealt in at \$32.55.

Lane, Crawford's (old) had sellers at \$7.50, and the same remark applies to Constructions at \$18.90.

Cements changed hands at yesterday's rate—\$20.25.

without a cut-and-dried programme of economy, and that compulsory conversion, apart from damaging Britain's reputation and maintaining the sanctity of contracts, will be manifestly unfair to native holders whose interests will be whittled down, while foreign holders will continue to fatten on five per cent. interest.

Banks and Insurance Companies Have a Say.

Banks and big insurance companies, who promised Government their hearty co-operation, can safely be trusted to insist on that. Their influence can be gauged by the fact that their holdings of Government securities approximate \$500,000,000.—Reuter.

AMUSEMENTS

AT THE **QUEEN'S** TO-DAY TO SATURDAY
At 2.30, 5.10, 7.15 & 9.20.

"FATHER PAYS THE BILLS!"

On with the dance! Let Youth have its sing! Father pays the bills! And when you witness this soul-stirring drama, you'll agree that the Talking Screen has reached a new mark in the sincere portrayal of humanity, loving, loving, reaching for the stars.



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with Louis Mann, Robert Montgomery, Elliott Nugent, Lella Hyams

A SAM WOOD Production

ADDED ATTRACTION
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"Peeps at Peking"
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UNITED ARTISTS PICTURE
A titanic spectacle mirroring the adventurous career of a great master of men. No picture made in the last ten years can compare with this vital romance.



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